U.S.A. wins MX des Nations

CYCLE NEWS®

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1993 MX/Supercross Review

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How the championships were won

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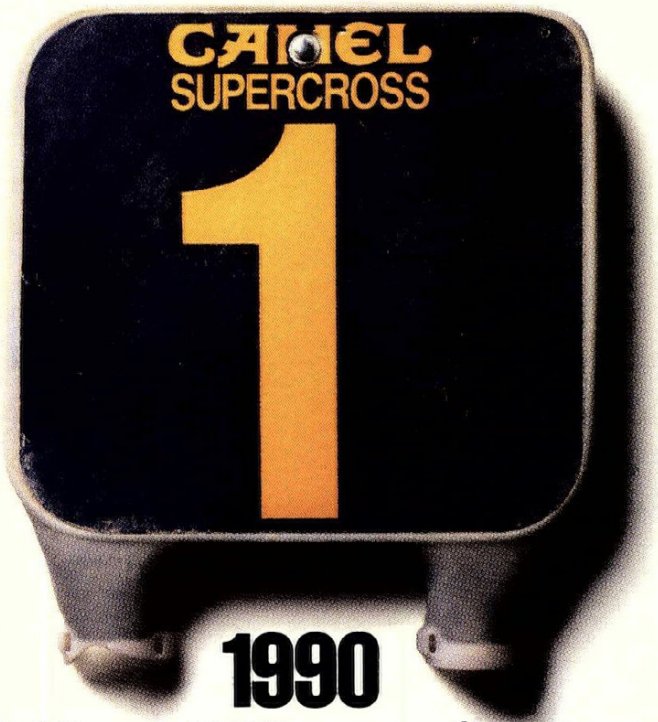
Rick Johnson/250 Supercross Champion

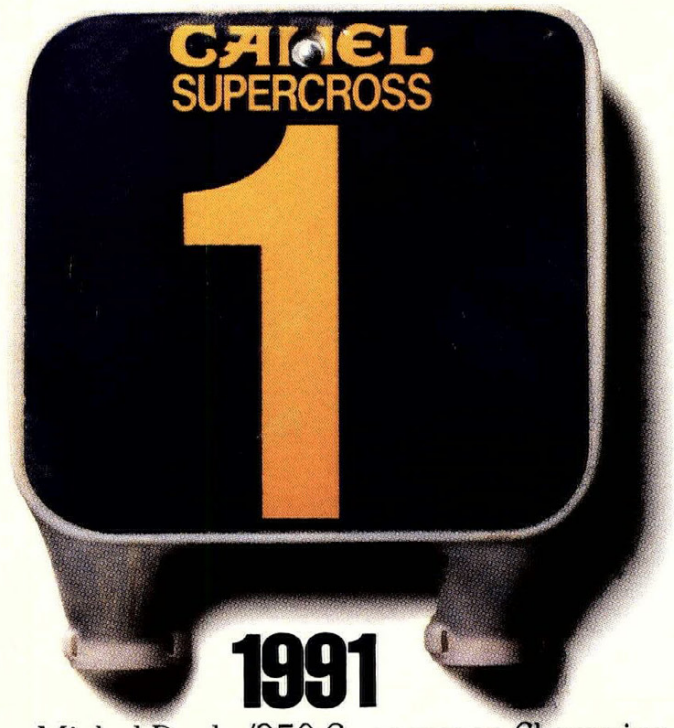
1989

Jeff Stanton/250 Supercross Champion



1990

Jeff Stanton/250 Supercross Champion



1991

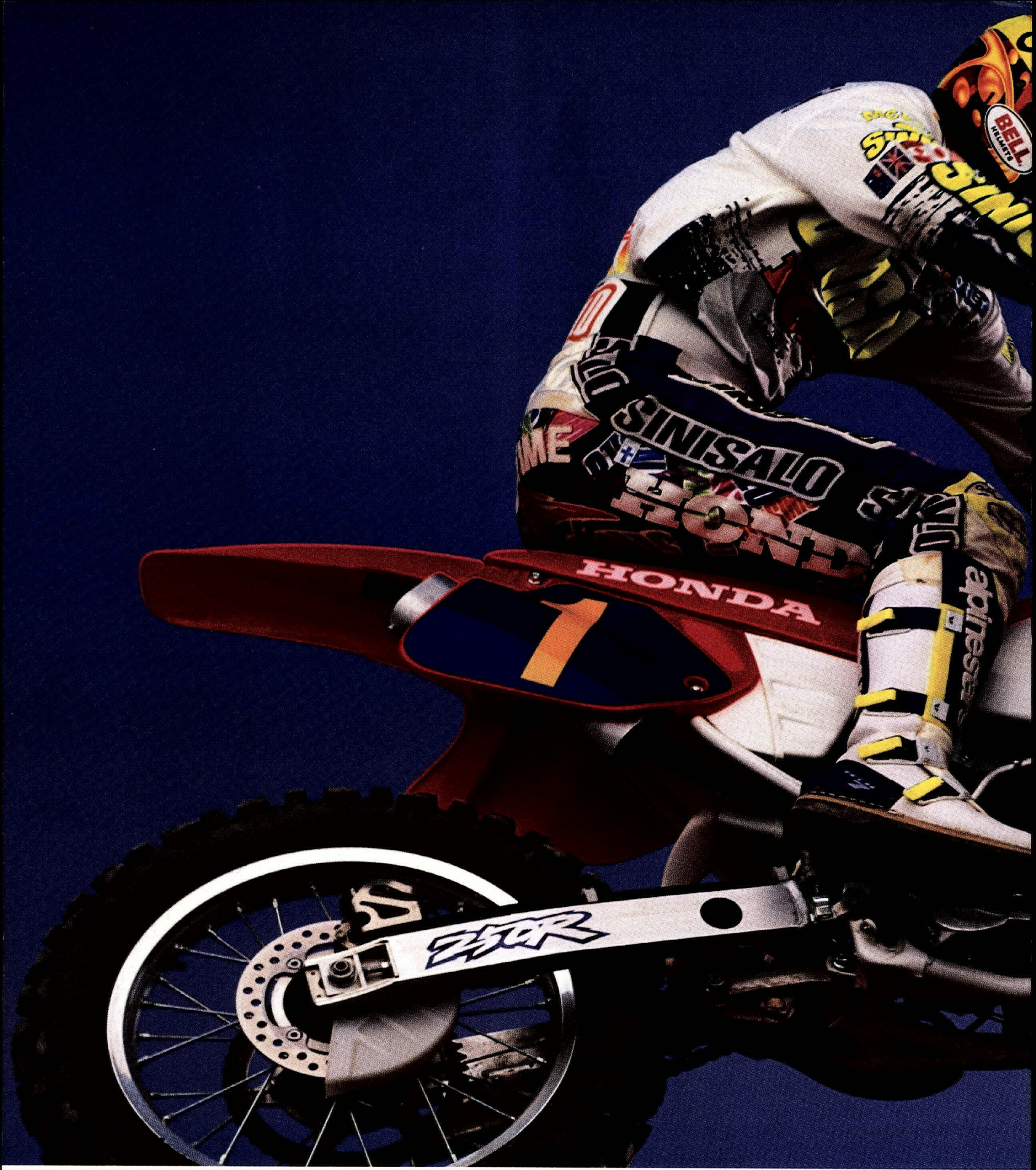
Jean-Michel Bayle/250 Supercross Champion

1992

Jeff Stanton/250 Supercross Champion

1993

Jeremy McGrath/250 Supercross Champion



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AMA Outdoor Nationals	Carolina Ultra Series	NMA World Mini
AMA Professional Supercross Series	GFI Fall Series	New Jersey State Championship
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By Papa Wealey **IN THE WIND**

Californian **Doug Toland** (Hon) won the FIM World Endurance Championship by finishing fifth in the Bol d'Or 24-hour endurance road race at Circuit Paul Ricard in the south of France, September 19. Toland teamed with **Peter Linden** and **Andre Lussiana**. The race was won by the factory Suzuki team of **Dominque Sarron**, **Bruno Bonhuil** and **Jean-Marc Deletang** over the Honda of **Alex Vierra**, **Jean Jacques Lovichi** and **Rachel Nicotte**.

Scott Summers (Hon) was the winner of the AMA Wiseco/Yamaha/Yokohama National Cross Country Series' ninth round in Bunner Ridge, West Virginia, September 20. The defending champ finished ahead of series points leader **Fred Andrews** (Yam), and **Terry Cunningham** (Kaw), **Craig Jones** (Kaw) and **Tim Shephard** (Yam) rounded out the top five.

Danny Hamel and **Larry Roeseler** (Kaw) scored the overall win at the Casey Folks' Best in the Desert Series Tonopah 300 off-road team race in Nevada, September 18. **Jim Gray** and **Donnie Book** (Kaw) finished approximately seven and a half minutes behind the winning duo. Rounding out the top three was the **Dan Ashcraft** and **Johnny Campbell** (Hon) team.

The Bol d'Or 24-hour endurance race marked the debut of the factory Ducati effort in endurance racing and it didn't go well. The team of **Doug Polen**, **Pascal Picotte** and **Stephane Mertens** failed to finish after encountering a myriad of mechanical problems. The team eventually pulled out during the early hours on Sunday morning after running into clutch problems and electrical problems. The second factory Ducati team of **Fred Merkel**, **Simon Crafar** and **Florian Ferracci** dropped out of the race when Crafar crashed in his own oil when the engine blew up.

The Bol d'Or race was marred by a crash involving Brit **Simon Buckmaster** and Frenchman **Michel Graziano**. While Graziano was able to continue, Buckmaster suffered leg and foot injuries. He was flown to a hospital in nearby Marseille where he underwent surgery to amputate his lower leg. Buckmaster went into the Bol d'Or race tied with Doug Toland for the lead in the World Endurance Championship, and Toland dedicated his championship to his injured former teammate.

Steve Crevier (Kaw) wrapped up his third straight Canadian National Road Racing Championship with a victory in the final round of the Motoplan-Castrol National Series at Shannonville Motorsports Park in Ontario, Canada, September 19. The Port Coquitlam, British Columbia resident topped **Michael Taylor** (Kaw) and **Linnley Clarke** (Yam) in winning the event. In addition, Crevier also won the 600cc Supersport class, keeping his perfect seven-for-seven 600cc class win streak intact.

Dirt tracker **Mike Hale**, the 1990 Camel Pro Rookie of the Year, may not have qualified for the main event at the September 18 Castle Rock TT, but the 20-year-old was all smiles anyway. Three days earlier, Hale signed with Team Camel Commonwealth Honda to contest the 1994 AMA/CCS 600cc Supersport Road Race Series. "I'm really excited," Hale said. "Dirt track will always be my first love, but with the lack of major sponsorship behind the series, I had to look out for my future. The best thing about my Honda contract is that it will allow me to race the dirt tracks that don't conflict." Hale was also being courted by Rob Muzzy's factory-backed Kawasaki team.

Ermolenko leads U.S. to World Team Speedway Championship

Led by World Individual Speedway Champion Sam Ermolenko, America successfully defended its World Team Speedway Championship in Coventry, England, on Sunday, September 19.

Ermolenko, who won his first individual speedway crown three weeks earlier, scored 13 of a possible 15 points to tie for high-point honors as the U.S. edged Denmark 40-38 in team scoring.

Billy Hamill picked up 10 points for the American team, and Greg Hancock contributed nine. Josh Larsen added five points and Bobby Ott three to the winning effort.

Former World Champion Hans Nielsen of Denmark, who finished second to Ermolenko in the World Individual Speedway Championships, tied his American rival for high-point honors with 13, and Tommy Knudsen scored 12 points for the Danish team.

Sweden placed third in team scoring with 28 points, and host Great Britain was never in contention, finishing a distant last with 14 points.

The race was contested on the 400-meter dirt oval which serves as home base for Coventry of the British Speedway League. The participating teams advanced to the World Team Speedway Championships through a series of qualifying events.

America's victory was its fourth in the prestigious event, which has been held annually since 1960. Previous U.S. wins came in 1982, 1990 and 1992. The U.S. win caps a remarkable season for Ermolenko, who was the high points rider in British Speedway League competition this year and also won the World Individual Speedway title on August 29 in Germany.

The Lodi M.C. will host the **2nd Annual 100cc Four-Stroke National Championships** at Lodi Cycle Bowl in Lodi, California, October 23. According to Lodi M.C. President James Mahoney, there will be three classes: Women's, Stock and Expert. **Chris Carr**, the defending 100cc Expert National Champion, will be on hand to defend his title. For more information, call 408/371-6871 or 209/544-1027.

According to the press relations department at Centinela Hospital in Inglewood, California, **Wayne Rainey** was in stable condition following the operation to stabilize his spine on Tuesday, September 14. "Rainey, his family and team have asked us not to make any statements about his condition other than to say that he's in stable condition," the hospital spokesman said. "They will be making a statement when they are prepared to do so." The three-time World Champion suffered spinal injuries that have left him paralyzed from the middle of the chest down in his crash at the Italian Grand Prix on September 5.

The 1993 edition of the **AMA Professional Awards Banquet** will take place on November 20 in Long Beach, California. The event is held each year to honor America's finest racing talents and its highlight is the naming of the MotoWorld Professional Athlete of the Year and the AMA Professional Sportsman of the Year. The banquet will be held at the Sheraton Long Beach Hotel. A cocktail party will begin at 6 p.m., followed by dinner at 7:30, with presentation of awards to follow. Persons attending the formal banquet will be eligible for a drawing awarding two round-trip flights to Hawaii, courtesy of Archer Travel Service. Television commentators **Dave Despain** and **Larry Maiers** will co-host the event. The banquet is open to the public, and a limited number of tickets are available for $60 per person. For more information, or to order tickets, send checks or money orders to: AMA Pro Awards Banquet, P.O. Box 6114, Westerville, OH 43081-6114, Attn: Connie Fleming. For room reservations at a special rate at the Sheraton Long Beach, call 310/436-3000 and mention the AMA Pro Awards Banquet.

Supercross Champion **Jeremy McGrath** and World Speedway Champion **Sam Ermolenko** have been named as the first two nominees for the 1993 AMA MotoWorld Athlete of the Year Award. McGrath's nomination comes on the heels of the most successful season ever turned in by a rider in the AMA Camel Supercross Series. The Team Honda star, who won back-to-back AMA Western Regional 125cc Supercross Championships in 1991 and 1992, was a Camel Supercross Series rookie in 1993. But he took the series by storm, winning a record 10 races on his way to the series championship. Ermolenko could become just the second speedway racer to recieve the prestigious award. **Bruce Penhall** was a recipient in 1981 after winning the World Individual Speedway Championship. The 1993 season has been a remarkable one for Ermoleno. He was the year's high-point rider in the British Speedway League, won the World Individual Speedway Championship, and just last weekend anchored the U.S. team that won the World Team Speedway Champion-ship. Additional nominees for the MotoWorld Athlete of the Year Award will be announced in coming weeks. The award carries a $5000 honorarium from MotorWorld, a weekly ESPN program produced by Seals Communications.

Dirt tracker **Kirk Strong** suffered two broken femurs and a shattered pelvis in a crash at the September 11 600cc National Short Track at Bellingham, Washington. Strong is expected to remain in Harborview Hospital in Seattle, Washington, for up to two months. Strong's medical bills are expected to exhaust his insurance coverage, and donations, as well as cards and letters can be sent to Strong c/o Seattle Cycle Center, 10203 Aurora Ave. N., Seattle, WA 98133.

Benjamin Williams, son of *Cycle News* contributors Barbara and Loren Williams, suffered closed head injuries, plus fractures of the pelvis, left forearm, right ankle and right kneecap in an auto accident on September 11 in South Carolina and is comatose. Cards and letters can be sent to 1019 Robbs School Rd., Gaffney, SC 29341.

Warren Reid, who many will remember for his achievements as a pro motocrosser during the late '70s and early '80s such as being the first rider to win all three pro classes at the Mammoth MX in 1980, will return to racing in the upcoming AMA Fall Classic MX Series. Reid, who is now a Honda district service manager based in Pennsylvania, will compete aboard a Honda XR600 supplied by Honda of Troy with support and technical assistance

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A message from the Office of Highway Safety and Motor Vehicle Division of the Department of Transportation

IN THE WIND By Papa Wealey

Desert bill faces Senate committee test

The final showdown has begun over the California Desert Protection Act, reports the AMA.

This controversial plan for the southern California desert, which would ban access to some 8 million acres of public land, is now being considered by a Senate committee. If approved there, the bill will be sent to the full Senate for approval.

"This committee will be critical to the future of public lands in the desert," noted Robert Rasor, AMA vice president of government relations. "In years of trying, proponents of the California Desert Protection Act have never succeeded in bringing the bill to a vote on the Senate floor. If it gets to that stage this year, it will be tough to stop."

The bill, known as S21, was scheduled to go before the Senate Energy and Natural Resources Committee for final markup on Wednesday, September 22. That process is expected to conclude at a second committee session on September 29, at which time the bill will either be sent to the full Senate or tabled. That gives motorcyclists only a few days to influence the course of this measure.

"If you care about the desert," Rasor said, "this is the time to call your senators. Don't write letters - call them today. Tomorrow may literally be too late."

To make it easier for motorcyclists to register their opposition to the California Desert Protection Act, the AMA has made it one of the issues available on its Legislative Hotline service. By calling the Hotline at 900/454-RIDE, motorcyclists can have a prewritten Mailgram sent to their senator expressing their opposition to S21. The cost for this service is $4.95 per call.

The California Desert Coalition is urging opponents of S21 to not only contact their own senators but also members of the Senate Energy and Natural Resources Committee.

The committee's phone number is 202/224-4971. Senators who serve on the committee can be reached at the numbers listed, all using the 202 area code: (Majority members) J. Bennett Johnson, chairman, 224-5824; Wendell Ford, 224-4343; Bill Bradley, 224-3224; Jeff Bingaman, 224-5521; Daniel Akaka, 224-6361; Richard Shelby, 224-5744; Paul Wellstone, 224-5641; Ben Nighthorse Campbell, 224-5852; Harlan Mathews, 224-4944; (Minority members) Malcolm Wallop, ranking minority member, 224-6441; Mark Hatfield, 224-3753; Pete Domenici, 224-6621; Frank Murkowski, 224-6665; Don Nickles, 224-5754; Larry Craig, 224-2752; Robert Bennett, 224-5444; Arlen Specter, 224-4254, Trent Lott, 224-5253.

from White Bros. Reid says he is not coming out of retirement, but rather "hoping to have a little fun and inspire the couch potato, 30-something, ex-racer crowd to come to the races with the kids and check out the old fart on the big four-stroke who came from the days of real MX racers who rode bikes with five inches of travel in two 45-minute motos in Texas and Florida in August in real leathers." Reid adds that he's available to do TV, radio and print interview/promotions for promoters of Fall Classic events. He can be reached at 717/322-8894.

Team USA manager **Roy Janson** invited Belgian team member **Stefan Everts** into the American camp for a special presentation before the first moto of the Motocross des Nations in Austria on September 12. Janson presented Everts with a large plaque commemorating his upset win at this summer's U.S. 250cc MX GP at Budds Creek Raceway in Maryland. The plaque features a photo of Everts celebrating his win at Budds Creek, and it lists all the U.S. GP winners, including Everts. "I was very surprised to receive this trophy today," said Everts. "I usually keep every trophy but I gave away the one that I was given at Budds Creek. I will not give this one away." Janson also used the opportunity to introduce Everts to Team USA members **Mike Kiedrowski, Jeremy McGrath** and **Jeff Emig**.

While in Austria for the MX des Nations, the entire **Team USA contingent** - close to 50 people - was forced to make a **hotel switch**. The ski resort hotel that was the original headquarters for the team sits atop a mountain at an elevation of approximately 7000 feet, 90 minutes away from the race track, and getting to the bottom of the mountain requires two cable car rides. The decision to move came after one group got stuck on one of the cable cars for more than an hour. "There's no way we could risk getting stuck up there on Sunday morning," said Janson. "Imagine how easy it would be for another team to sabotage the cable car the night before the race." The morning before the race, the Americans relocated to a hotel in Wels, which was closer to the track and, needless to say, didn't require cable car rides to get to or away from.

The Kawasaki team that former 125cc World Champion **Stefan Everts** has joined for 1994 will feature major sponsorship by Silkolene lubricants and JHK, a Dutch manufacturer of prefabricated industrial roof structures. The team will include Belgian Everts and Swede **Joakim Karlsson**, and will be based in Great Britain, though Everts and Karlsson will each compete in the National Championships of their native countries. Brit **Alec Wright** will manage the team, and Dutchman **Jan de Groot**, formerly the team manager for South African **Greg Albertyn**, will be in charge of tuning and technical coordination. Everts will remain on Team Bieffe until December 31, after which Albertyn will take his place on the Sylvain Geboers-run Belgian Suzuki team.

Georgian **Billy Liles**, a veteran of the 250 and 500cc GP circuits and a member of last year's winning MX des Nations team, was on hand in Austria to cheer on his American compatriots. Liles mentioned that his plans for 1994 are still up in the air, though he said he's leaning towards a Husqvarna four-stroke factory ride alongside newly crowned Open class World Champion **Jacky Martens**. He has also had contact with Husaberg. Two-time World Champion **Trampas Parker** was said to be in the running for the Husqvarna ride as well, but the American's asking price was too high.

Rob Herring didn't live up to expectations on the 250cc MX GP tour in '93, and the British Team Castrol has dropped him. But the native of South Africa wasn't out of work long. He's signed with RWJ Kawasaki/Silkolene Racing for next year and will compete in the 250cc GPs and the British National Championship 500cc MX Series. Herring's teammate will be British teenager **Tony Marshall**, who will contest the 125cc GPs and the British Nationals.

Belated word reached us regarding the list of guests who'll make appearances at the **22nd Annual Del Mar Concours d'Elegance International Classic & Antique Motorcycle Show** which takes place on Sunday, September 26, at the Del Mar horse race facility which is located north of San Diego, California. This year's theme is **A Salute to the Legends of Motorcycling** and among the legends on hand will be Daytona winners **Ed Kretz Sr., Floyd Emde, Dick Klamfoth, Bobby Hill, Brad Andres, Ralph White** and **Don Emde**, as well as former World Speedway Champion **Jack Milne, Malcolm Smith, David Aldana, Skip Van Leeuwen, Bud Ekins, Dave Ekins, Ernie Beckman, Jim Hunter, Jack Dale** and **Arlen Ness**. **Dan Gurney**, the legendary car racer and car race team owner who just happens to be an avid motorcyclist, will also be on hand. A full day of activities in the infield of the race track begins at 9 a.m. and continues to 4 p.m.

Charles Flanagan and **Bruce Fong** have announced the formation of a road race team, **Team Chafong**, which will compete in the AMA/CCS Supersport Series in 1994. The team will be managed by **Steve Clark** who is currently evaluating and selecting riders for the team. Chafong, Inc., manufactures performance products for race and sportbike applications in Boynton Beach, Florida. The company says they are also planning on posting a contingency program for the 1994 season. For more information contact Chafong at 407/731-4867.

If touring Vietnam on a motorcycle interests you, check out the **Mandarin Road Motor Rally** that will take place this winter. The three-week tour will begin on November 25 and conclude on December 15. The route will take participants from Ho Chi Minh City (formerly Saigon) to Hanoi. You have the choice of shipping your bike to Vietnam or renting one there. For more information, call **Fredy Champagne** at 707/923-4147.

MOVED: Fox Racing, the motocross apparel company, to 15850 Concord Circle, Morgan Hill, CA 95037, 408/776-8800.

BORN: Alíxandra Webb, daughter of Dirt Rider magazine editor Tom Webb and his wife Sally, on September 7 in Lancaster, California.

AUTOGRAPH SIGNING: At Plano Honda in Plano, Texas, three-time Grand National Champion Bubba Shobert on Saturday, October 2, from 10 a.m. to 3 p.m. Info: 214/422-4703.

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VOICES Letters to the editor

Thumbs up for U.S. GP, Filice

I want to express my appreciation and thanks to Kenny Roberts, KR Promotions, and all others involved in their delivery of a world class staging of the U.S. GP at Laguna Seca. It was a great weekend of exciting qualifying and practice sessions with Sunday providing great races in all three classes. I think the attendance should have easily surpassed the announced 50,000 people. I hope that was enough to guarantee the success and continuance of the event in the future.

I also want to express my personal thanks, respect, and sympathy to our American 250cc GP champion Jimmy Filice. Not knowing that he had crashed during Friday's qualifying (breaking his elbow and foot and taking away his next GP win), I asked him for an autograph Saturday. He graciously complied, explaining his condition to me, and signing as best he could - all with a smile. You've got a lot of class, Jimmy, and nobody deserves a ride on the Grand Prix circuit more than you.

Jim Madrid
Lancaster, CA

Cheers for K.R.

Having just returned from the U.S. GP at Laguna Seca, I want to thank Kenny Roberts, Two Wheel Promotions, et al for a great show.

From the weather (Kenny had nothing to do with that) to the racing, (it was) well worth the 6000-mile trek and $65 three-day admission. All in all, an event well done. I'll be back.

Gregg Flagg
Orlando, FL

Is there anything Kenny Roberts can't do? Sure he was a great rider. Yeah, he's certainly built up a dominant racing team. But event promotion? I thought maybe this time he was in a little over his head. Well, I shouldn't have worried, because the U.S. GP is history now and Roberts and his crew did a superb job.

Rick Holtzman
Albany, CA

Put it behind us

In the September 15 issue, you ran an interview with me. During the course of this interview, I described an incident I had with IRTA that also involved Wayne Rainey at the Brazilian GP in 1992. The timing couldn't have been worse. The same issue carried news of Wayne's tragic accident in Italy.

Unfortunately, it was not clear that my interview took place before Wayne was hurt. Since the interview, I have spoken to Wayne and we have put the incident in Brazil behind us. Riders have differences all the time in racing. It comes with the territory.

Unfortunately, there are other things that also come with the territory. Like everyone else, I am still in shock over Wayne's accident. He is a great champion and his absence from the grid is a loss the entire world will feel. He is also a great friend and one of the toughest people I have ever met. With everyone's support, I know he'll get through this okay.

Eddie Lawson
Lake Havasu City, AZ

Read it again

Your article in the September 15 issue entitled "Thumpers are definitely back" was "right on" when it spoke of the future of motocross being the four-strokes, especially in the big bore class. But the article was "way off" in the impression it gave of the Husaberg effort.

The Husaberg factory was very much involved in the project. In fact, Guido and Alvero Verimatti, the Italian importers of Husaberg, are also part owners of the company. When they go racing they are doing it with full factory support.

Regarding the changes to the Husaberg: The article states, "They got the weight of the big Husaberg down to 237.6 lbs." For your information, a Husaberg 499 Cross weighs 239 out of the crate. That's a weight loss of less than 1.5 lbs.

You mentioned that the Husaberg was equipped with White Power fork, Renthal handlebars, Brembo brakes, Regina chain, Awak filter, Tecnosel seat, NGK plug, Akront wheels and Pirelli tires. All of these are stock or modified stock items except the filter, the tires, and the seat (which is built on a stock base).

You mentioned that the frame was altered. Well, it was, and you will see the frame changes on the 1994 1/2 Husaberg which will be available to dealers around December 1. You also mentioned an altered gearbox. The new gearbox will also be on all 1994 1/2 models (again, December availability).

Here is how the Husaberg came up with 533cc. They took a stock 600cc Husaberg piston and modified cylinder and mated it to a "stock" 501 crank and rod.

My point is that the Husaberg Joel Smets rode to a third place finish in the 1993 World Championship Open Class MX Series was based on a stock motorcycle. Most of the changes in it you will see incorporated in the new Husabergs.

What Husqvarna did was spend a substantial fortune to make a four-stroke eight pounds lighter than a stock Husaberg (your article mentioned $10,000 upside down Showa forks, and a titanium rod, footpegs, shock springs and more).

Why wait for a replica? Husaberg races what it sells.

Gary Surdyke
Husaberg America Inc.
Festus, MO

We suggest you go back and read the article again. We certainly did recognize that the factory backed the effort and repeat what we said: "The Husaberg factory effort with Smets is through the Italian importers." We didn't say that the frame and gearbox were altered, Joel Smets did and we quoted him. He also said, "Not much of my bike is made in Sweden." As for the amount of money Husqvarna invested in their effort, the bottom line is that Husqvarna, not Husaberg, has the FIM World Championship certificate hanging on their factory wall. As far as Husaberg racing what they sell, it's the other way around. As you said in your letter, beginning in December Husaberg will sell a bike based on the one it raced this past summer. Race-proven items eventually appear on most manufacturer's production bikes because, as we all know, the race track is the ultimate proving ground...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT PAGE:

When the final curtain fell on the 1993 National MX and Supercross season a changing of the guard had taken place. Turn to page 12 for a review of this year's American championship action. Photo by Jim Talkington.

CYCLE NEWS
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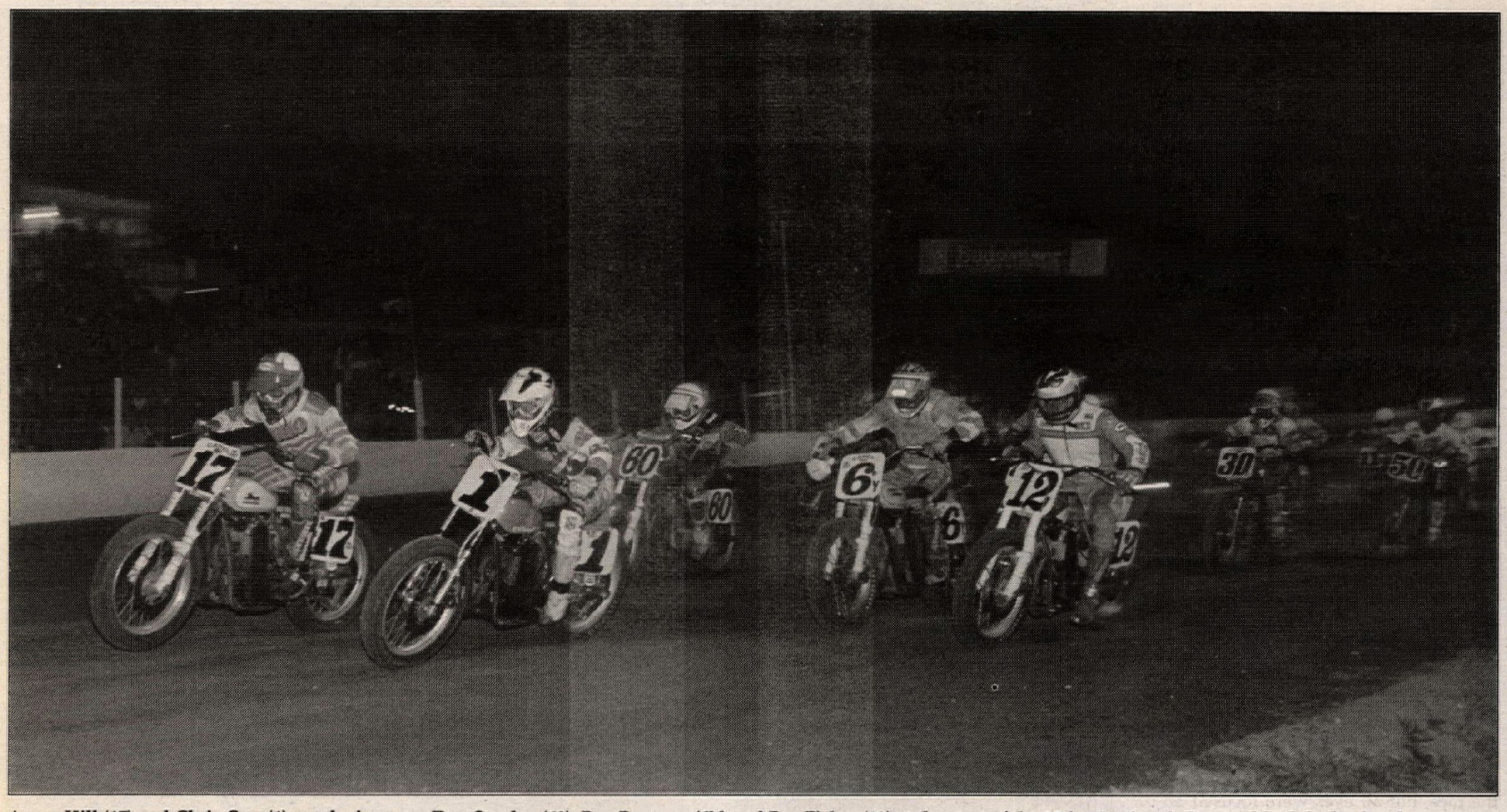
DIRT TRACK AMA Grand National Championship Series: Round 19



Aaron Hill (17) and Chris Carr (1) got the jump on Dan Stanley (60), Ben Bostrom (6Y) and Rex Fisher (12) at the start of the 25-lap National. Carr grabbed the lead and ran away.

Carr "schools 'em" at Castle Rock

By Donn Maeda
Photos by Dave Hoenig and Maeda

CASTLE ROCK, WA, SEPT. 18

The course? TT Riding 101. The classroom? The Castle Rock Fairgrounds. The instructor? Professor Chris Carr.

Team Harley-Davidson's Carr may have lost his right to carry the number one plate next season, but one thing is still the same - Carr remains the undisputed king of TT racing in the Grand National Championship Series. In what looked more like a 25-lap riding seminar than a race, Carr won the Castle Rock TT with relative ease, turning in a start-to-finish romp in the Grand National Championship Series' first stop at Castle Rock since 1979.

"It's not really much of a consolation, I'd still rather have been able to retain my title," said Carr, who saw his championship hopes end two weeks earlier when Ricky Graham clinched the title with a win at the Springfield Mile. "But even so, any win still feels good. I just got out front and set a pace that no one could match."

Chasing Carr home in a distant second and posting his best-ever National finish was Harley-Davidson of Sacramento-backed Aaron Hill, while home-state rider, rookie Expert Dan Stanley, thrilled his fans with a strong third-place finish. Carr earned $4000 of the $28,000 purse, while Hill and Stanley were awarded $2750 and $2000, respectively.

But what about recently-crowned Grand National Champion Graham? Along with many of the series' other top riders, Graham watched the main event from the sidelines after failing to qualify (see sidebar). As a matter of fact, Carr and seventh-placed Ronnie Jones were the only top-10 series riders who qualified for the main event. As expected, Castle Rock TT regulars gave the series veterans fits and thrilled the capacity crowd that was estimated at over 7500.

"We're really excited to finally have another Grand National here," said Paul Simonsen, president of the Mt. St. Helens M.C., the hosts of the event. "The grandstands hold 7500 spectators, but it was standing room only in the turns."

The Castle Rock TT was a regular round of the Grand National circuit between 1965 and 1979, but when nearby Mt. St. Helens erupted in 1980, the track was covered with over 16 feet of ashes. It took four years for the Mt. St. Helens M.C. to work the track back into racing condition, and it was another four years before the facility hosted its first-ever 600cc National in 1988. The 600cc series has visited the track every year since, but this year's Grand National marked the first time in 14 years that the "big" tour has visited at the kidney bean-shaped course. Since the track's reopening, Carr has been the dominant rider; winning five of the six 600cc Nationals held there.

Time trials

Washingtonians dominated the time trial sessions, and the fastest of them all was rookie Ben Bostrom of Brisbane. Bostrom stopped the clocks at 21.404 seconds, eclipsing the track record of 21.810, previously held by Carr.

"I haven't raced here much, but I ride a lot of motocross and I like the tighter, twisty race tracks," said Ventura Harley-Davidson/Fresno H-D/Aztec Racing/Storz/Yoko-backed Bostrom. "I waved off my first try and throughout my second lap I was thinking, 'Don't crash, don't crash.' Fast time at a Grand National? I'm jacked!"

Joe Kopp of Mica and Bellingham resident Stanley followed only a few hundredths of a second slower, while northern Californians Carr and Hill rounded out the five fastest qualifiers.

"The track is faster than I've ever seen it," said Carr. "The start will be really important tonight."

Heats

The Castle Rock track features a unique starting chute that stages the riders inside and below the track. When the starting light goes green the race is for the groove, not the first turn.

Warren, Oregon's Rex Fisher had the best reactions in the first 10-lap heat race and led Graham, Bostrom and Matt Wait onto the track and through turn one. Graham pressured Fisher for the first four laps before slipping wide in turn two and allowing Bostrom to squeeze past before the following right-hander.

Graham made the same mistake three laps later and allowed Wait to close in, and in an attempt to hold him off grabbed a handful of throttle as he powered out of the right-hander and over the jump. The result proved disastrous for Graham, as he spun out in the air over the jump and was sent barreling across the middle of the track.

"I went over the jump with the throttle wide open and I just spun out," said Graham, who was unhurt and managed to restart his machine and rejoin the race a lap down. "I was trying to steer the bike with the throttle like we did here back in the 70's, but all that's changed now."

Up front, Fisher kept his cool and pulled out to a comfortable lead at the finish over Bostrom and Wait. Fisher and Bostrom would head for the main, while the rest would try again in a semi.

"I expected Ricky to give me more of a challenge at first," said Dirt Track Number Plates/Hart Racing/Heath Specialties/England Sign Co./Mobile Window Tint/Giovanni's Pizza/Bell/Motion Pro/Mom & Dad-sponsored Fisher. "I'm pretty comfortable on this track; I only live 45 minutes away."

J.P. Simonsen led the way at the start of what would be a crash-filled second heat, and enjoyed the spotlight for only a lap before Kopp took over on the outside of turns one and two. Shane Liberty and Gary Strode tangled on the fourth lap and brought out the red flag, but both riders were able to make the single-file restart. Kopp assumed his spot at the front on the restart with Jeff Eklund and Randy Roose in hot pursuit. Within three laps, Kopp had established a 10-bike length lead over Eklund and Roose.

On lap nine, Strode crashed alone in turn one and was joined on the ground by Mike Hale and Russ Yamamoto, the pair tangling a few seconds later in turn two. The red flag made its second appearance and the race was called with Kopp the winner over Eklund and Roose.

"The track is good tonight," said Kopp, who lists Denny Lopp, Idaho Gold, Dave and Rota Manko, Jim Plunkett's MC Supply and Alpine Home Products as his sponsors. "I felt really good in the last half of the race, and that's when I was able to break away."

The third heat race saw a few mishaps, but produced what was arguably the best action of the evening. Stanley proved too anxious at the start and was sent to the penalty line, and on the starter's second try, Andy Tresser grabbed the holeshot and led the field onto the track. On the second go-round, Shane Butchart parted company with his machine in turn one and rolled around on the track as if he were in great pain. The red flag came out and after a few adjustments to his machine, Butchart was able to make the complete restart.

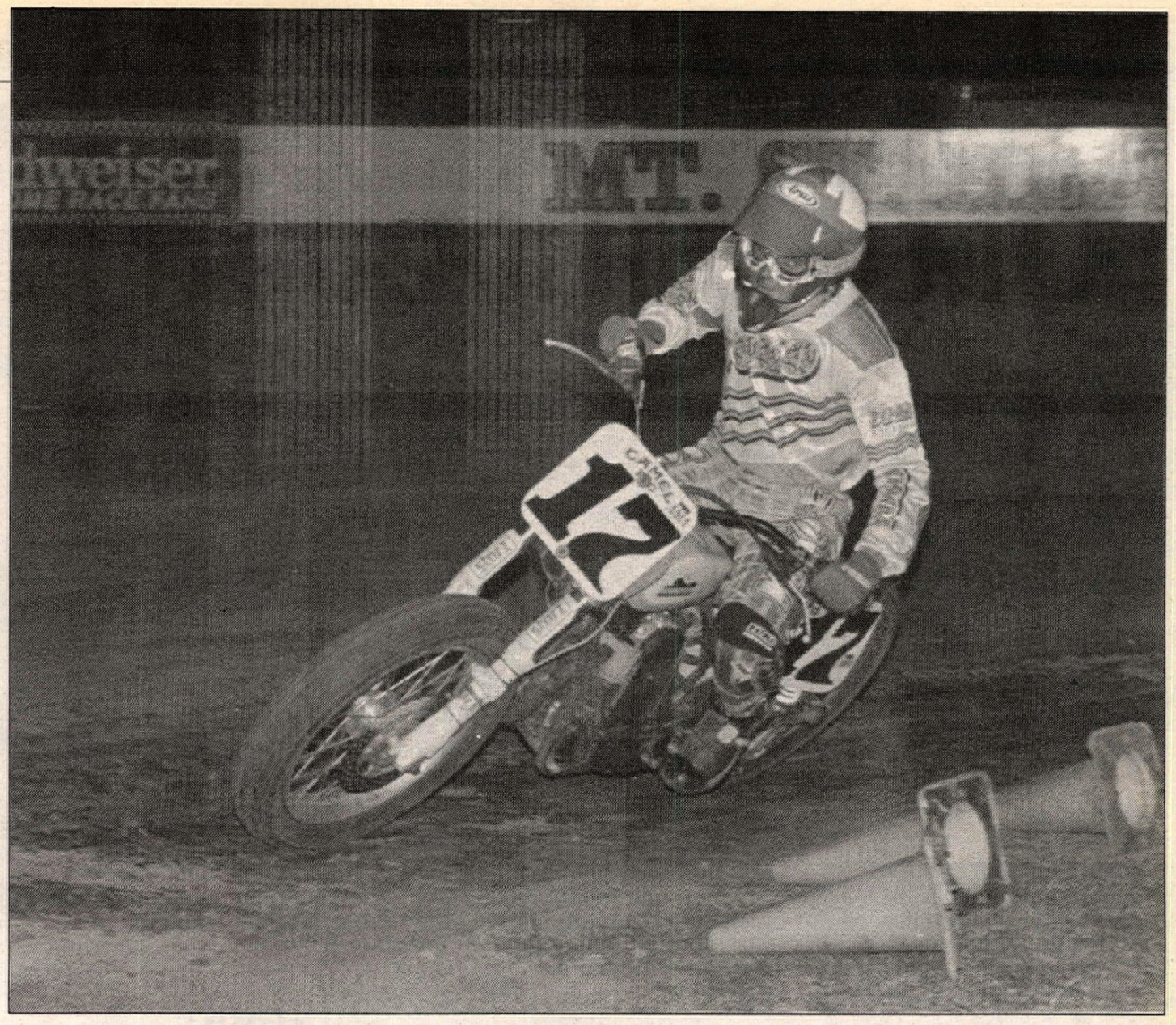
Kris Kiser had the best reactions on the restart and led McDonnell, four-time Grand National Champion Scott Parker and Tresser. Stanley got an incredible drive from the penalty line and entered turn one fourth. Kiser led the first half of the race, but all eyes were focused on Stanley, as the Brian Billings Racing Products/Energy Release Products/Bell/Steve Baker/Mills Electric/Dirt Track Number Plates/Idaho Gold-backed racer seemed to find traction in places where his rivals couldn't.

"Everyone was riding the groove, but I was going just below it," said Stanley.

In a matter of three laps, Stanley passed Tresser, Parker and Kiser in different parts of the race track and went on to greet the checkered flag in first. Tresser latched on to Stanley and was able to displace both Kiser and Parker for the second direct transfer. Kiser was third ahead of Parker, but both riders would have to ride a semi.

As usual, Hill grabbed the holeshot in the fourth and final heat. Carr started close behind, and waited until only the second turn to motor into the lead and begin his first lesson. By lap three, Carr enjoyed a 20-bike length lead over Hill, who in turn enjoyed a comfortable lead over three-time champ Jay Springsteen and Ronnie Jones. At the halfway point Jones made a pass on Springsteen for third, but the running order remained the same from then out with Carr scoring a runaway win over Hill, Jones and Springsteen.

"I felt pretty good. I've been having trouble with starts here lately, and Aaron gave me a gift when he went wide in turn two," Carr said. "Kenny Tolbert has my bike running good, and in the main my strategy will be to get a good start and work to the front as soon as I can."



Aaron Hill kept Carr in sight throughout the National and finished a strong second. It was Hill's best-ever National finish.

Rex Fisher (12) ran third for most of the main, but couldn't hold off a hard-charging Dan Stanley (60). Fisher held on for fourth.

Semis

Four eight-lap semis that each offered three final transfer positions would determine who would race, and who would spectate for the rest of the evening.

Bryan McDowell controlled the first semi from start to finish, although Jones stayed in his shadow and kept him honest. After crashing numerous times in his heat race, Strode found a set of lines that worked well enough to finish third and earn the last transfer, just ahead of a frustrated Parker.

Simonsen, son of Mt. St. Helen's M.C. president, put his considerable experience at Castle Rock to good use by nabbing the win in the star-studded second semi. Simonsen grabbed the holeshot and led every lap of the race that saw Springsteen, Rodney Farris, Graham and Hale fail to qualify. Simonsen raced across the finish line the victor ahead of Yamaha-mounted Ronnie Brown and Wait, and all three riders would race in the main.

Keeping with the start-to-finish semi win tradition, Jeff Annen ripped off the line in the final semi and fought off the repeated challenges of Roose to earn the win. Roose and Don Wilson finished second and third, respectively, and would join Annen in the main.

National

Hill and Carr sped off the line evenly matched at the start of the 25-lap National and rubbed elbows as they entered turn one.

"That was wild," said Hill. "Chris and I were pretty even going into (turn) one, but you know 'ol Chris - he's Mr. Experience when it comes to situations like that."

With the inside line in his favor, Carr kept the throttle on a tad longer than Hill and slid into the lead.

"I had the inside going for me," Carr said. "I figured that Aaron would be up there at the start - he always is. I knew that I would have to get past him because he'd be really hard to pass if I didn't."

Once past Hill, Carr waved goodbye to the field and began to pull away, although Hill did his best to keep Carr in sight.

"I knew the first few laps would be

DIRT TRACK AMA Grand National Championship Series: Round 19

(Left to right) Dan Stanley, Chris Carr and Aaron Hill were all smiles after the race.

Carr's win was popular with the capacity crowd that filled the stands.

the test," Hill said. "I stayed with Chris for a couple laps before he started to really pull away. I was going good in turns three and four, but he was smokin' through one and two. When he started to get away I looked back and saw that I had a pretty good lead over third."

Behind Hill came the rest of the front-row starters: Fisher, Stanley, Kopp and Bostrom.

Fisher ran strong and looked set to fend off the repeated advances of Stanley and Kopp, but disaster struck on lap six.

"I stepped on the rear brake and it just locked up," said Fisher. "I had to start kicking the master cylinder before it would let go, and from then on out I didn't have a rear brake. After that I had to just use the front brake and pole putt."

Nevertheless, Fisher rode smooth and managed to guard his lines for just over half of the race. On lap 16, Stanley finally found an opening and zipped past Fisher for second.

"I got a cruddy start," said Stanley. "I thought I had third off the line but Rex got under me. I wish I had gotten away ahead of him, because he was really hard to pass after that."

Once past Fisher, Stanley picked up the pace and began to close the gap on Hill, but time would run out for the rookie. At the black and white, Carr enjoyed a five-second lead over Hill, who in turn led Stanley by a comfortable 20-bike length margin.

"My whole deal was to get the start," said Carr, who came one race closer to tying Steve Eklund for first on the all-time TT win list. "This is my eighth Grand National TT win and now I'm tied for second with Dick Mann. Eklund has nine wins, and to even tie him would be a great honor, not only for me, but for his memory as well. I kinda wish this race was three weeks ago, then I could have kept my title hopes alive a little longer."

After being passed by Stanley, Fisher gritted his teeth and upped the pace a bit, an effort that rewarded him with a career-high National finish of fourth. Try as he might, Kopp was unable to find a way past Fisher, but in finishing fifth also enjoyed his best-ever finish. Bostrom finished a distant sixth with Jones hot on his rear tire.

"I started the main with a new rear tire," said Bostrom. "That was a mistake - it didn't start working until past the halfway point. Once it did, I was able to pick up the pace."

Bostrom's sixth-place finish equalled his career-best, as he also finished sixth at the Peoria TT earlier in the year. Annen and McDowell rounded out the top 10, only a few bike lengths behind Jones. CN

Results

TIME TRIALS: 1. Ben Bostrom (21.404); 2. Joe Kopp (21.449); 3. Dan Stanley (21.459); 4. Chris Carr (21.482); 5. Aaron Hill (21.518); 6. Scott Parker (21.575); 7. Gary Strode (21.613); 8. Matt Wait (21.633); 9. Rex Fisher (21.645); 10. Jeff Eklund (21.720); 11. Andy Tresser (21.753); 12. Jay Springsteen (21.756); 13. Brett Landes (21.787); 14. Dan McDonnell (21.792); 15. Randy Roose (21.802); 16. Ricky Graham (21.814); 17., Bryan McDowell (21.814); 18. J.P. Simonsen (21.855); 19. Shane Butchart (21.877); 20. Ronnie Jones (21.881); 21. Eric Bostrom (21.902); 22. Kris Kiser (21.903); 23. Ronnie Brown (21.955); 24. Lars Trulson (21.961); 25. Jeff Annen (21.966); 26. Rick Hocking (21.973); 27. John Hlebo III (21.998); 28. Paul Iwanaga (22.014); 29. Del Schnitzer (22.014); 30. John Wincewicz (22.057); 31. Russ Yamamoto (22.062); 32. Robert Damron (22.094); 33. Charlie Brown (22.105); 34. Lonny Kopp (22.109); 35. Jeff Russell (22.150); 36. Don Wilson (22.166); 37. Rodney Farris (22.228); 38. Mike Sullivan (22.233); 39. Mike Hale (22.234); 40. Jaime Aguilar (22.234).

HEAT 1: 1. Rex Fisher (W-R); 2. Ben Bostrom (Rtx); 3. Matt Wait (Rtx); 4. Bryan McDowell (W-R); 5. Jeff Annen (W-R); 6. Lars Trulson (Yam); 7. Jeff Harsha (Rtx); 8. Robert Damron (W-R); 9. Charlie Brown (W-R); 10. Jaime Aguilar (W-R); 11. Ted Taylor (W-R); 12. Ricky Graham (Rtx).
Time: 3 minutes, 37.08 seconds.

HEAT 2: 1. Joe Kopp (W-R); 2. Jeff Eklund (Rtx); 3. Randy Roose (Rtx); 4. J.P. Simonsen (Hon); 5. Rick Hocking (Rtx); 6. Lonny Kopp (Rtx); 7. Ronnie Brown (Yam); 8. Troy Rose (Yam); 9. Russ Yamamoto (W-R); 10. Mike Hale (Rtx); 11. Gary Strode (Rtx); 12. Shane Liberty (Rtx).
Time: (No time due to restart.)

HEAT 3: 1. Dan Stanley (Rtx); 2. Andy Tresser (W-R); 3. Dan McDonnell (Rtx); 4. Scott Parker (H-D); 5. Kris Kiser (Rtx); 6. John Wincewicz (Rtx); 7. John Hlebo III (Hon); 8. Shane Butchart (Rtx); 9. Mike Sullivan (Rtx); 10. Ricky Henson (Hon); 11. Jeff Russell (W-R); 12. Steve Hyson (Rtx).
Time: 3:39.18.

HEAT 4: 1. Chris Carr (H-D); 2. Aaron Hill (Rtx); 3. Ronnie Jones (Rtx); 4. Jay Springsteen (H-D); 5. Eric Bostrom (Rtx); 6. Brett Landes (Rtx); 7. Rodney Farris (Rtx); 8. Don Wilson (Rtx); 9. Del Schnitzer (Rtx); 10. Scott McPherson (Rtx); 11. Ryan Anderson (Hon); 12. Paul Iwanaga (Hon).
Time: 3:35.87.

SEMI 1: 1. McDowell; 2. Jones; 3. Strode; 4. Parker; 5. Hlebo; 6. Landes; 7. Henson; 8. Iwanaga; 9. Schnitzer; 10. Aguilar; 11. Hocking; 12. Rose; 13. Harsha.
Time: 2:56.19.

SEMI 2: 1. Simonsen; 2. Brown; 3. Wait; 4. Springsteen; 5. Farris; 6. Kiser; 7. Graham; 8. Hale; 9. Brown; 10. Butchart; 11. Trulson; 12. McPherson; 13. Russell.
Time: 2:57.88.

SEMI 3: 1. Annen; 2. Roose; 3. Wilson; 4. Wincewicz; 5. McDonnell; 6. Yamamoto; 7. Kopp; 8. Damron; 9. Bostrom; 10. Hyson; 11. Taylor; 12. Sullivan; 13. Liberty.
Time: 2:57.48.

25-LAP NATIONAL: 1. Chris Carr (H-D); 2. Aaron Hill (Rtx); 3. Dan Stanley (Rtx); 4. Rex Fisher (Rtx); 5. Joe Kopp (W-R); 6. Ben Bostrom (W-R); 7. Ronnie Jones (Rtx); 8. Jeff Annen (W-R); 9. Bryan McDowell (W-R); 10. Andy Tresser (W-R); 11. Randy Roose (Rtx); 12. Matt Wait (Rtx); 13. J.P. Simonsen (Hon); 14. Ronnie Brown (Yam); 15. Jeff Eklund (Rtx); 16. Don Wilson (Rtx); 17. Gary Strode (Rtx).
Time: 8:55.97.

AMA GRAND NATIONAL C'SHIP SERIES POINT STANDINGS (After 19 of 21 rounds): 1. Ricky Graham (304/11 wins)*; 2. Chris Carr (264/4); 3. Scott Parker (202/1); 4. Steve Morehead (134); 5. Kevin Atherton (126/1); 6. Rodney Farris (124); 7. Will Davis (117/1); 8. Mike Hale (115); 9. Ronnie Jones (114); 10. Jay Springsteen (76); 11. Aaron Hill (58); 12. Terry Poovey (49); 13. Davey Durelle (41); 14. Steve Beattie (40); 15. Jason Fletcher (39); 16. George Roeder II (38); 17. Don Estep (37); 18. Rusty Rogers (32); 19. Dan Ingram (29/1); 20. Billy Herndon (24).
*Clinched title.

(Left to right) Jay Springsteen, Ricky Graham, Rodney Farris, Mike Hale, Steve Beattie and Scott Parker played the unusual role of spectators after failing to qualify.

Shut out

"Hey Scotty, where do you want to watch from?" quipped three-time Grand National Champion Jay Springsteen to four-time champ Scott Parker.

"Oh, I don't know," Parker replied. "How about over there near Ricky G?"

Just like every other race track across the nation, the Castle Rock TT has its local heroes, but even more so. Of the 17 riders who qualified for the main, only one rider - Oklahoma's Ronnie Jones - was not from the West Coast. Seven riders who qualified for the National were from Washington, one was from nearby Oregon, and the remaining seven were northern Californians who had made the trek to Castle Rock numerous times before.

"I heard that the local riders here are pretty fast, but this was ridiculous," said Parker.

Joining Parker and Springsteen on the sidelines were recently-crowned Grand National Champion Ricky Graham and top-10 series contenders Rodney Farris and Mike Hale, as well as Canadian National Champion Steve Beattie. All were left dumbfounded by their unsuccessful qualifying attempts.

"This is a real one-line race track," said Parker, who finished fourth in both his heat and semi. "If you don't get the holeshot you have to be able to pass guys. (Mechanic) Bill Werner took my lap times tonight and a lot of times I was faster than the leader, but there was no place to pass. The locals are fast, but, hey, they're supposed to be."

Springsteen won the event in 1978, but found himself scratching his head on the new, unfamiliar track. "When I won the track was completely opposite," Springsteen said, after turning in similar 4-4 finishes. "The grandstands were on the other side and the fast line used to be up on the cushion. Now it's down on the groove, but I still had a lot of fun."

"I always come to a race to do the best that I can, and I guess my best just wasn't good enough tonight," said Graham, who suffered a sprained ankle in a heat race crash and then finished seventh in his semi. "But even if I knew that this was going to happen, I still would have come to race for all the fans. The local guys rule this place. We're used to riding the big tracks where you can flick it in and steer with the throttle."

"I didn't have any real troubles," said Hale, who finished second at the Peoria TT earlier in the year, but turned in lackluster 10th and eighth-place finishes in his Castle Rock heat and semi races. "It was easy to be too aggressive because it was so slippery. This is probably the tightest track I've ridden on, but it's good to see a Grand National here again."

For Farris, the race almost didn't happen as he crashed hard in practice while trying to get around a slower rider. Later in the evening, Farris finished seventh in his heat and fifth in his semi. "Man, crashing in practice is getting to be a habit - a bad one," said Farris. "I just couldn't get around the track tonight. You have to pay your dues and spend a lot of time on a 600 to go good."

Unlike the rest, Beattie didn't even have the opportunity to attempt to qualify in a heat race. The personable Canadian sat scratching his head after being eliminated in time trials.

"I thought I cut a good lap," said Beattie, who turned in the 54th-fastest time, not good enough to make the 48-rider cut-off. "This is weird, real weird."

And what did winner Carr have to say about the lack of top 10 riders in the main?

"To tell you the truth, I kind of expected it," Carr said. "I've raced here quite a few times and I knew that it would be different. A lot of those guys will probably say, 'Well, Chris should win; he rides a 600 so much more than we do.' But the way I look at it is that the AMA put the 600cc National Championship Series out there for us, and it's up to us to go out there and race in it. It's not my fault that they don't."

All year the competition's been trying to reach Doug Henry. But he's been busy. Winning.

As a first-year Honda factory rider, Doug proved he could win just about anywhere. On April 17, he clinched the 125cc Eastern Region Supercross Series. And this month at Steel City, he took the 125cc Outdoor National Motocross Championship.

Thanks to Doug Henry, Honda's put everyone on hold. Once again.

Doug Henry can be reached at a *new* number.

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The Red Riders

Fenthal® D.I.D NGK Twin Air SPORT FILTERS

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MOTOCROSS Motocross des Nations

Jeff Emig (3) led the U.S. team to an unprecedented 13th-straight win at the 47th running of the Motocross des Nations in Austria. Emig recorded 2-1 moto finishes in the 125cc class.

Team USA - as usual - in Austria

By Davey Coombs

SCHWANENSTADT, AUSTRIA, SEPT. 12 -

It was too close for comfort, but for the 13th time in a row Team USA captured the overall championship at the 47th Annual Motocross des Nations, this time snagging the win from Team Belgium in the waning moments of the third and final moto. Under the gun throughout the day from European powerhouse teams from Belgium, Italy and Sweden, the three-man American squad of Mike Kiedrowski, Jeremy McGrath and Jeff Emig used a dramatic late-race attack by Kiedrowski to pull out a one-point win over the exasperated Belgian squad.

"Shane (Nalley, Kiedrowski's mechanic) put out the pit board that said I needed three places or else, and I could tell by the look on his face that he was serious," said Kiedrowski of his mechanic's signal, which was radioed down to the track by AMA Pro Racing Director Roy Janson, who was serving as the team's manager. At the time, Kawasaki-mounted Kiedrowski was sixth in the 500cc class, having suffered three uncharacteristic falls in the early going of the third moto. "I started thinking, 'Three more guys, just three more guys.' So I put those crashes behind me, got my head on straight and got the job done."

Kiedrowski made the required passes, allowing Team USA to make it past the unlucky 13th year of their win streak. His final score of 1-3 in two 500cc races, combined with the methodical 2-1 efforts of Emig in the 125cc division and the crash-induced but sufficient 4-9 of 250cc teammate McGrath, allowed the American team to once again dash the hopes of the proud Belgian contingent. The Belgian team consisted of 250cc GP star Stefan Everts who ran 1-3 in the 250cc class, individual 500cc class winner Marnicq Bervoets and 125cc entrant Werner Dewit.

"I guess that's racing," said a frustrated Everts. "It's a shame for me and my teammates. I felt good and comfortable all weekend and I felt that we had a chance to win. Everything seemed to be going well for our team, but again it just did not work out for us at the end."

"This is not an easy race," said Yamaha-rider Emig, the 125cc individual winner for two years running. "Mike had trouble, Jeremy had trouble, we all had trouble. There is so much pressure on us to win here that we can't let our guard down for even one second. Every team is gunning for us, especially the Belgian team. Everyone says they're getting faster, which they are, but they still didn't win."

"That was the most nerve-wracking race I've ever ridden in my life," admitted Emig.

Honda-mounted McGrath, an MX des Nations rookie, said, "I gotta tell ya', that was more pressure than I ever felt back home. I mean, I took the supercross championship with flowers compared to this race." Going into the event, McGrath was considered to be the one weak spot in the American lineup, having seldom ridden a 250 "outdoors."

McGrath turned in a safe ride for fourth in the first 125/250cc moto, but went down at the start of the final 250/500 moto and could only come up to ninth 250cc rider on the one-lined track. Still, his fourth-place finish in race one proved to be as vital to America's victory as the finishes of teammates Kiedrowski and Emig.

Each year that the U.S. team wins, the pressure becomes greater and greater on the riders. The unprecedented win streak has to be considered one of the most remarkable records in the history of motocross. It is also a particularly sore subject with the Belgians, who have now finished as the runners-up for the last four years.

The format for the race calls for each country to field a three-rider team, with one rider each on a 125, 250 and 500cc class bike. Each rider participates in two 30-minute, plus two lap motos. The first heat combines 125cc and Open bikes, the second is for 125 and 250cc riders, and the third features the 250 and 500cc classes. The five best scores of each team count towards the overall tally. Ironically, had all six scores counted, Belgium would have won by three points.

The 1.2-mile Schwanenstadt circuit is a classic natural-terrain European course, with steep, rocky uphills, downhill ski jumps, numerous off-camber turns, and several high-speed straightaways. Also included are several stadium-style jumps and one small, man-made camelback jump. The circuit is

used just once a year, so it was covered with grass as the teams pulled into the paddock for Saturday's open practice sessions.

"There's not a lot of stuff to separate guys, but it's getting rougher," said Kiedrowski during Sunday morning's practice. "It reminds me of a cross between Steel City and Unadilla. It has grass and rocks in some places, but clayish dirt that gets those real deep-but-flat berms in the corners."

The fastest man on the track in practice was Italy's Alessandro Puzar, who carried a winning streak of his own into the Schwanenstadt circuit: The Chesterfield-Rinaldi Yamaha pilot has won at least one moto at every GP he has entered here. New Zealand's Darryl King, a surprise contender on this year's 500cc GP circuit, was fastest of the 500cc riders, while Puzar's compatriot Andrea Bartolini had the lowest clocking in the 125cc class. But practice times count for nothing but bragging rights at this event; starting gate positions are drawn for by team representatives. This policy caused the first controversy of the weekend when Team USA drew the 27th of 29 possible starting positions, meaning they would have to take the position second-closest to the inside in all three motos.

However, after all the positions were drawn for, the cockeyed gate - which was closer to the first turn on the outside than on the inside - was realigned to allow for a more equal getaway. This FIM jury decision enraged Johnny Strijbos, the embattled Belgian team manager, who berated officials right up to the start of the race.

Ironically, the rider on the far outside, Swedish 500cc pilot Jorgen Nilsson, snapped up the holeshot when the first moto of 500 and 125cc riders left the two-row-deep, 29-man starting gate. Kiedrowski was squeezed off on the inside, which in turn slowed the early progress of Emig, who started directly behind his fellow American.

"They held the gate for such a long time that it made me lose my concentration," admitted Kiedrowski. "I tried to start really smooth and then get everyone when I shifted from second to third, but they all came over on me. I was pretty far back going out of the first turn."

"I did not think that it was possible to make the holeshot from the outside," said the 29-year-old Nilsson. "I got a very good jump from the gate and I made it around the corner while everyone got together on the inside. It was really a surprise." Nilsson recently lost the '93 500cc World title by just three points to Belgian four-stroke ace Jacky Martens, who was surprisingly left off of the Belgian team by Strijbos.

While Nilsson led the freight train of Bervoets, Austrian hero Siegfried Bauer and French Open bike rider Frederic Vialle, Kiedrowski was back in 15th position. (Surprisingly, he was behind the 125s of Bartolini and French star Yves Demaria, the former having started on the front row). As for Emig, he would have to start working forward from 30th position in the combined field, trailing at least seven other 125cc riders after one lap. Dewit nearly took Emig out on the first lap, and then the American came close to suffering a major crash when he went sideways off the top of a steep, rutted uphill that leveled off into a spectacular jump.

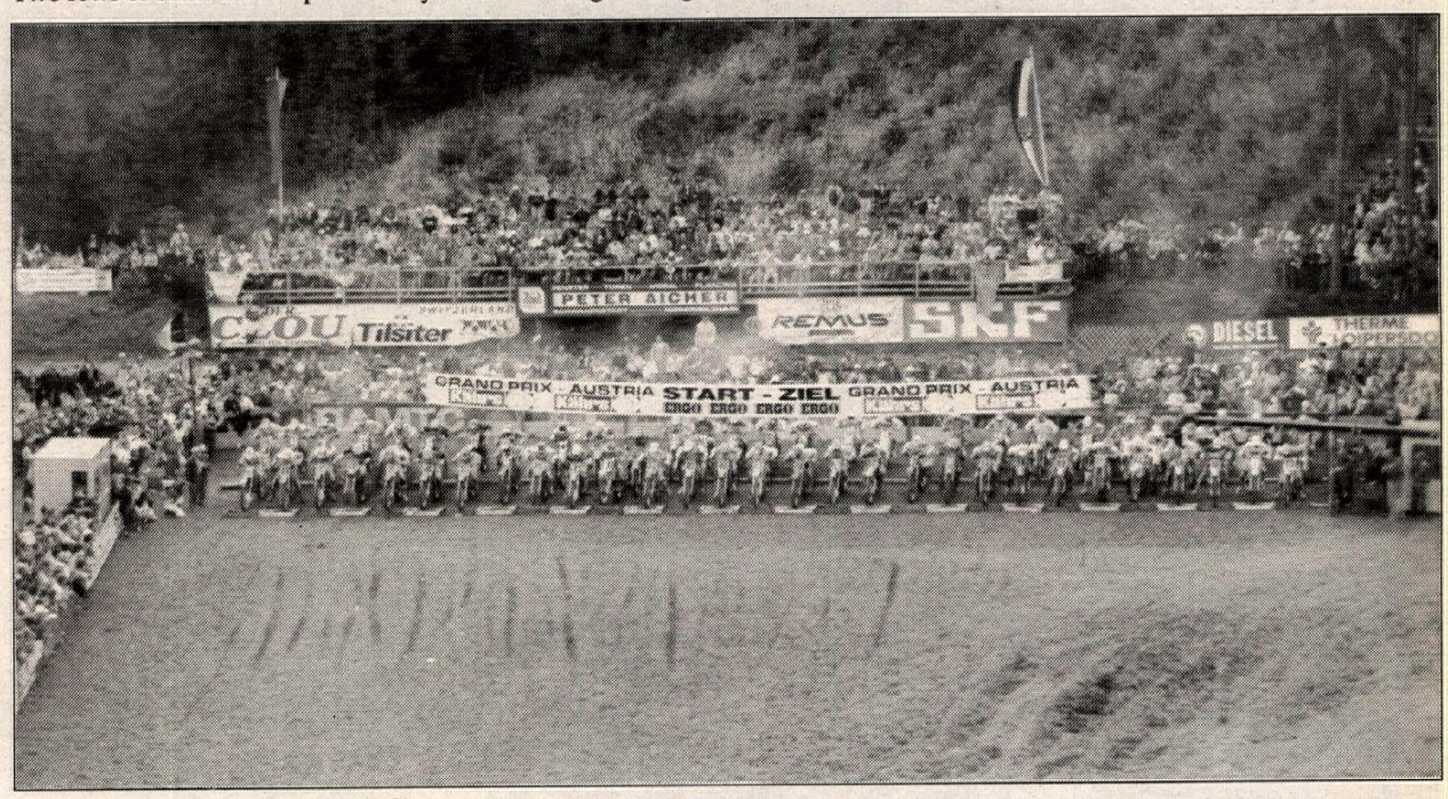
"I caught the top lip trying to prejump the hill, and it threw my bike totally sideways, like a BMX free-styler," said Emig later. "I'm off the side of the bike, my right foot is barely on the seat, and I'm looking at the rear fender. I was thinking about just throwing it away before I hit the ground. It was so close! I was thinking to myself, 'This one is going to hurt.'" Emig somehow saved it, and the close call seemed to inspire him to push even harder towards the front.

"I was taking it really easy off the start, looking things over and all," said Kiedrowski, who was making his third appearance at the MX des Nations for Team USA. "I even got passed by a couple of 500s. Then I started picking guys off and looking to the front. My mechanic was keeping me posted on what was going on with everyone else."

By the halfway point, Kiedrowski had begun his attack on the leaders. With 10 minutes to go he passed Bauer, then started looking for a way around Nilsson and Bervoets, who were within a few bike lengths of each other from the drop of the gate on. Kiedrowski took Bervoets at the 24-minute mark, and immediately began pressing Nilsson. He made the pass for first just before a spot on the track where Nilsson's Swedish fans had gathered along the fence with their flags and air horns. As Kawasaki raced by with the lead, he looked over the fence and held up his index finger in the "number-one" signal for the Swedes.

The winning U.S. squad is flanked on the rostrum by the runner-up team of Belgium (left) and third-placed Sweden (right).

Two rows of bikes made up the nearly 60-rider-strong starting line in each of the three 30-minute-plus-two-lap motos.



Mike Kiedrowski helped give the U.S. team the win with an amazing final moto ride.

MOTOCROSS Motocross des Nations

Marnicq Bervoets (4) was chased by 250cc World Champion Greg Albertyn (47) and Stefan Everts (5) in the 250/500cc moto.

Great Britain's Kurt Nicoll scored the individual 250cc class win with 3-1 moto finishes.

Kiedrowski eventually crossed the finish line with four seconds to spare on Nilsson, who in turn withstood a furious attack by Bervoets to earn runner-up honors. Dutchman Edwin Evertsen was fourth, Bauer fifth.

"We won that battle," Kiedrowski said. "Now we have to win the war."

"I know that Kiedrowski started very poorly, but if we did not have problems with the lapped riders maybe I could have kept him behind me," Nilsson said. "He was going very fast, so I am happy just to beat Bervoets for second."

The first finish in the 125cc class was even closer than that of the big bikes. Demaria, the runner-up in the 125cc GP series, led throughout the moto on his Oxbow-backed Suzuki, but at the 20-minute mark he threw away a sure win when he twisted his right knee in a corner and quit the race. (Dutch entry Dave Strijbos also dropped out with a seized engine.) Bartolini, who had been 12 seconds back, inherited the lead and an eight-second cushion on the rapidly rising Emig. With two laps to go Emig trailed by six seconds; halfway through the last lap he was on the Italian's rear fender. In every corner Emig tried to overtake the Honda pilot, but each time Bartolini held his ground. At one point Bartolini ran off the track directly in front of the grandstands, raced 20 feet down the sideline, then re-entered the track just before a jump, but Emig could not make a pass. (Team USA jury representative Duke Finch later showed Bartolini's out-of-bounds tire tracks to the clerk of the course, but no penalty was assessed). In the end Emig simply ran out of time, finishing less than half a second behind the ecstatic Bartolini.

"To beat Jeff Emig is very good!" said Bartolini though an interpreter. "He caught up to me because I hit a tire at the end and lost five or six seconds. Emig is very, very fast, possibly faster than me. It is difficult to say who would have won if we had started together." Bartolini, injured early in the season, was the winner of the last two 125cc GPs of the year.

"Working up through all those 500s was tough," admitted Emig. "They throw back such big roosts; I thought a rock broke my collarbone on one of those hills. But I just ducked my head and did the best I could. I was having fun. It's like you ride until you win, until you reach first place. I didn't see the two lap board, the checkered flag, nothing. I was going to keep riding until I won or Bob (Oliver) waved me off."

Bartolini and Emig were eighth and ninth, respectively, in the combined field, 17 seconds clear of third-place 125cc rider Joakim Karlsson of Sweden, who gathered up a strand of ski fence in his rear wheel in the late stages. Dewit barely missed passing Karlsson on the uphill finish. Like Bervoets' near-miss on Nilsson, it was one of several shortcomings that could have otherwise given the championship to Belgium.

Going into the second moto, for 250 and 125cc riders, Team USA led all 29 countries with a score of three points. Sweden had five points, Belgium seven and Italy eight. The second race would feature the much-anticipated match-up between Everts and McGrath, with Puzar and South Africa's two-time World Champion Greg Albertyn thrown in for good measure.

Puzar emerged from the narrow first turn with the holeshot while Everts, McGrath, Great Britain's Kurt Nicoll, and rising French star Frederic Bolley filled in the top five. Albertyn gated approximately 10th and soon began making progress towards the front, passing Bolley for fifth after three laps.

At the same time, Everts was carrying the Belgian flag to the front, passing Puzar on one of the long uphills in the back. The leaders were starting to pull away from McGrath, who was himself holding off a three-man attack from Nicoll, Albertyn and Bolley. Then Albertyn made an uncharacteristic mistake of his own and slipped out of the top 10.

"I was riding like an idiot out there," Albertyn said. "This just isn't my day. I was really sick last night and I didn't get much sleep. Now I'm riding like an idiot."

Emig led the 125cc charge, with Bartolini, a recovered Demaria and Karlsson lined up behind him. In the back section of the track, American hopes took a rise when Bartolini got off on the second lap and fell back to 10th 125, 30th overall. That was still better than the situation of Dewit, who fell right after the start and was frantically trying to come through from around 45th position.

Demaria pressed Emig for four laps, but his day came to an end when he got cross-rutted in the same corner that had knocked him out of the first moto, and fell on his bad knee. That knocked France out of the team competition and allowed Karlsson into second, but Emig was already long gone on the leading Yamaha. Twenty minutes later he crossed the finish line with his fists raised in triumph, seventh in the entire field but with no other 125 riders in sight. Karlsson was the eventual runner-up with Strijbos, Bartolini and Dewit rounding out the top five at a distance.

"I was pretty relieved to win that thing," Emig said. "It was really satisfying to beat those guys. I was looking for a 1-1 instead of a 2-1 but it was still a good day for me. I guess everyone comes in here wanting to go 1-1, but it's really hard to do. I've done my part; now I get to watch Jeremy and Mike."

Everts, meanwhile, did his part for the Belgian cause, beating Puzar by about 15 seconds and Nicoll by a further 10. McGrath came through fourth, holding off a surprising charge from Bolley.

"It was a good race for me, a lot of fun," Everts said. "I rode fast and smooth and I did not make any mistakes. I had fun leading so many good riders."

"I don't mean any disrespect towards him, but Jeremy's obviously a better supercrosser than he is a motocrosser," said Nicoll, who had a run-in with McGrath at the U.S. GP in July. "A track like this is not suited to his style; there are no jumps for him to use his great technique on. It's just fast and natural here. I guess there aren't too many tracks left in the States that are like that. Maybe Unadilla, but an Englishman (Jamie Dobb) won the National there."

"I was really nervous and uptight the first moto," McGrath said. "I know I wasn't riding as good as I could have but luckily Mike and Jeff each won a race. My arms were pumped up when Nicoll passed me. I could have fought it out with him, but I was more concerned with a good finish for the team than risking it all for myself."

Before the last 250/500cc moto, Janson worked out the scores. "The best of three scores are really all that matters right now," figured Janson. "We have four points, Italy has seven, Sweden has seven and Belgium nine. If Italy or Sweden wins both classes, we would lose even if we took two seconds. And we can't forget about Belgium."

The last and easily the biggest controversy of the day took place just before the start of the final moto. Puzar's bike was about 15 seconds late in arriving at the parc ferme. (Each rider's motorcycle must be in the staging area 10 minutes before the start of each race.) The FIM barred the Italian access to the starting gate, disqualifying him from the moto. The Italians argued that the extremely crowded pit area was the cause of their short delay, but race officials would not make an exception. This prompted a near-riot by the Italian team personnel at the parc ferme entrance. But the race went on without them, dashing the high hopes they had after the fine rides of Bartolini and Puzar had put them in contention for their first-ever MX des Nations win.

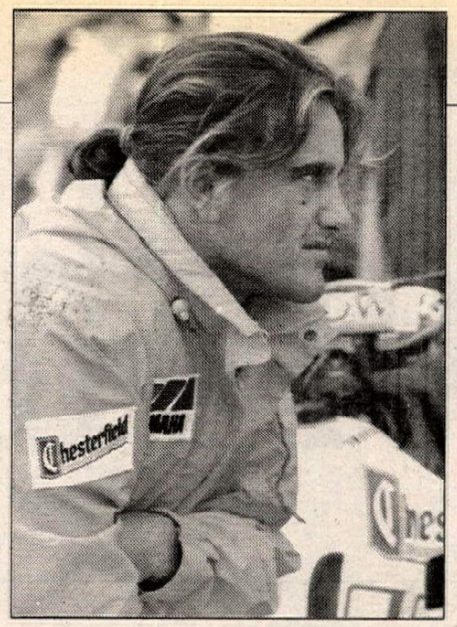
On the starting gate, France, England and South Africa put their 250cc riders - Bolley, Nicoll and Albertyn, respectively - on the front row, rather than their Open bike riders. Team USA and Team Belgium went with the conventional strategy of big bikes first.

After some initial shuffling, the pack sorted itself out, with Nicoll and Bolley out front. Bervoets was the top Open bike rider in third place, with Belgian teammate Everts a few positions back. Kiedrowski was just outside the top 10, but teammate McGrath was deep in the pack.

"Mike was a little late off the gate, and I came into the first corner behind him," said McGrath. "But someone fell in front of me and I got caught on his bike and I couldn't go. By the time I got free I was almost last. Then after I passed about 10 guys I crashed back again."

McGrath was outside the top 50, but he improved to 35th after two laps. However, it soon became obvious that barring an unexpected disaster for Kiedrowski, McGrath's final-moto score would be the one that would not count for Team USA. McGrath never stopped trying to advance to the front, but the one-lined conditions prevented him from climbing any higher than 17th in the field, ninth-best 250cc rider.

Meanwhile Kiedrowski was having problems of his own. The normally flawless Kawasaki pilot fell off three times in the opening stages of the race, leaving the door wide open for the rest of the teams to use the third moto against Team USA. Kiedrowski finally settled down just inside the top 20, but he was still ninth in the Open class.



Italian Alessandro Puzar was DQ'ed for gridding late for the second 250cc moto.

American Jeremy McGrath and his tuner Skip Norfolk prepare for the 125/250cc moto.

Up front, Nicoll and Bolley started stretching out their early lead on the rest of the huge field, each hoping for his first moto victory of the year. Their relentless personal duel carried them far away from Bervoets, Nilsson, Albertyn and the rest of the field, and would later prove costly to Belgium's hopes of finally beating the American team. At one point Nicoll slipped and Bolley took the lead, but the British Honda pilot retaliated with three laps remaining, controlling the race once and for all.

With the Italian team shut out of the race and Sweden's 250cc rider (Marcus Hansson) outside the top 10, Belgium suddenly found itself to be the one team positioned to upset the Americans. Bervoets was pulling away from Nilsson as the 500cc leader and Everts soon muscled past the struggling Albertyn for third.

"I came down the hill here and went wide just as Everts went in tight," said Albertyn after the final moto. "It was my fault for leaving the door open, but I'll get him back."

If the race had ended at that point, near the 15-minute mark, Belgium would have claimed the team championship.

"I had a good start from the second row, but too many guys in my class started on the front row and got away from us," said Everts afterwards. "Nicoll and Bolley had such a big lead that I could not see them, which made it difficult to catch them. In the end they became tired but it was too late for me to do anything. Just one more lap..."

Kiedrowski overtook Nicoll's teammate Jared Smith when the Brit fell at the bottom of the long downhill. A few moments later Kiedrowski was able to overtake King and Finland's Miska Aaltonen. That still left him sixth with three laps to go, three places lower than he needed to finish for Team USA to win. Sensing an imminent American defeat, Team Belgium personnel starting gathering around the start-finish area in anticipation of their first MX des Nations win since 1980 (the last time anyone other than Team USA won).

With 10 minutes to go, Kiedrowski's mechanic held out the board that informed Kiedrowski of what he had to do. Needing three places, Kiedrowski picked up his speed considerably to overtake Austria's Bauer, South Africa's Dugmore and Danish star Soren Mortenson before the white flag flew.

"I knew it was time to win it or lose it, so I got my head back together, started riding smooth and smart, and just did it," said Kiedrowski after his cool charge.

As the Belgian contingent watched helplessly from the pits, Everts went on a frantic search for Nicoll and Bolley, but their own pitched battle had carried them well clear of the Belgian. He missed catching the Chesterfield Yamaha of Bolley - and along with it the elusive MX des Nations victory - by just three seconds. Everts stopped to watch Bervoets come across as the Open class winner, then rode off over the hill when Kiedrowski's arrival a short time later (behind Nilsson) signalled yet another American win.

"This was the toughest one of all 13," said Janson, as Team USA stepped to the top of the podium. "It's just unbelievable the way our guys came back and won. But I have to tell you, my hero is Kurt Nicoll. By him winning that third moto, he knocked the Belgians back another spot. That was the one spot we needed to win this thing again."

"I was watching the last moto from the fence and it looked like Belgium pretty much had it won," admitted Emig. "I started to walk back to the pits and then the announcer shouts, 'Mike Kiedrowski third!' I figured I'd better stay there and keep cheering him on."

"I'm really relieved we won," added McGrath. "I know that fourth ain't the best score, but I'm glad it helped. I was thinking, 'Man, I don't want to be one of the guys who loses this thing.'"

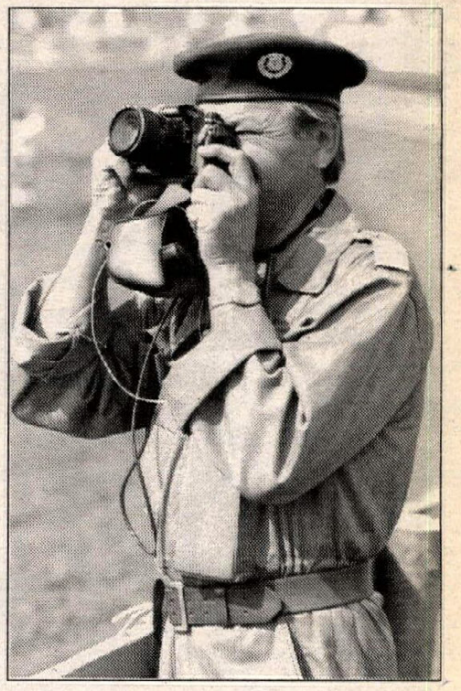
"This is a nice way to end the year," said Nicoll, whose 3-1 performance earned him top individual honors in the 250cc division. "Bolley was riding very fast and together we got away from everyone. He passed me after I fell, but once I passed him back I knew I had won the race."

Nicoll added that had his team been able to start Dobb and Rob Herring (both of whom are injured) England would have fared better. "England would have won. We don't have the depth of America, where you have any number of riders to step in."

"We are very happy to be third overall," said Sweden's Karlsson, second-best 125cc rider on the day. "We had the worst starting pick on the gate and our 250cc rider Marcus (Hansson) was suffering from an injury. The result of third was very good for our country."

"I don't know what we have to do to win this trophy," said a humbled Strijbos, the Belgian team manager. "We are unlucky again, but we are happy with the way our three riders rode. We brought the three best riders that we could. We just need to be lucky once." CN

Even track-side security finds time to capture the moment at the MX des Nations.



Results

TEAMS: 1. USA (11); 2. Belgium (12); 3. Sweden (15); 4. England (29); 5. New Zealand (34); 6. Germany (36); 7. South Africa (36); 8. Austria (40); 9. Denmark (45); 10. Norway (61); 11. Czecho Republic (63); 12. Switzerland (72); 13. Australia (72); 14. Spain (73); 15. Finland (78); 16. Estonia (80); 17. Latvia (99); 18. Russia (100); 19. Hungary (102); 20. Ukraine (104); 21. Croatia (119); 22. Luxembourg (120); 23. Italy * (14); 24. Holland (23); 25. France (26); 26. Ireland (65); 27. Slovenia (74); 28. Greece (95); 29. Lithuania (95).
(* Less than five scores registered.)

MOTOS

125/500: 1. Mike Kiedrowski (Kaw) USA/500; 2. Jorgen Nilsson (Hon) Sweden/500; 3. Marnicq Bervoets (Kaw) Belgium/500; 4. Edwin Evertsen (Kaw) Holland/500; 5. Siegfried Bauer (Kaw) Austria/500; 6. Darryl King (Kaw) New Zealand/500; 7. Michele Fanton (Kaw) Italy/500; 8. Andrea Bartolini (Hon) Italy/125; 9. Jeff Emig (Yam) USA/125; 10. Jared Smith (Kaw) England/500; 11. Frederic Vialle (Kaw) France/500); 12. Joakim Karlsson (Suz) Sweden/125; 13. Werner Dewit (Suz) Belgium/125; 14. Soren Mortenson (Kaw) Denmark/500; 15. Bernd Eckenbach (Yam) Germany/500; 16. Glen Bell (Hon) Australia/500; 17. Christian Chanton (Yam) Switzerland/500; 18. Andreas Kantsinger (KTM) Germany/125; 19. Roy Snellengen (Suz) Norway/125; 20. Darryl Atkins (Hon) New Zealand/125; 21. Paul Cooper (Yam) England/125; 22. Jan Mrazek (Kaw) Czecho/500; 23. Mikkel Caprani (Kaw) Denmark/125); 24. Colin Dugmore (Suz) South Africa/500; 25. Miska Aaltonen (Hon) Finland/500.
Time: 35 minutes, 13.956 seconds.

125/250: 1. Stefan Everts (Suz) Belgium/250; 2. Alessandro Puzar (Yam) Italy/250; 3. Kurt Nicoll (Hon) England/250; 4. Jeremy McGrath (Hon) USA/250; 5. Frederic Bolley (Yam) France/250; 6. Dietmar Lacher (Suz) Germany/250; 7. Emig; 8. Greg Albertyn (Hon) South Africa/250; 9. Pedro Tragter (Hon) Holland/250); 10. Karlsson; 11. Shayne King (Yam) New Zealand/250; 12. Strijbos; 13. Bartolini; 14. Marcus Hansson (Hon) Sweden/250; 15. Jerome DuPont (Hon) Switzerland/250); 16. Dewit; 17. Petr Kuchar (Kaw) Czecho/125; 18. Atkins; 19. Lee Hogan (Yam) Australia/250; 20. Snellengen; 21. Cooper; 22. Karl Sulzer (KTM) Austria/250; 23. Jesper Jorgensen (KTM) Denmark/250; 24. Avo Leok (Hon) Estonia/250); 25. Petr Kovar (Kaw) Czecho/250.
Time: 35:01.181.

250/500: 1. Nicoll; 2. Bolley; 3. Everts; 4. Bervoets; 5. Nilsson; 6. Albertyn; 7. Kiedrowski; 8. Bauer; 9. Lacher; 10. Dugmore; 11. Hansson; 12. Mortenson; 13. Darryl King; 14. Shane King; 15. Evertsen; 16. Jorgensen; 17. McGrath; 18. Sulzer; 19. Eckenbach; 20. Vialle; 21. Leok; 22. Ante Huseby (Yam) Norway/250; 23. Josef Alonso (Hon) Spain/250; 24. Kovar; 25. Smith.
Time: 35:09.378.

INDIVIDUAL

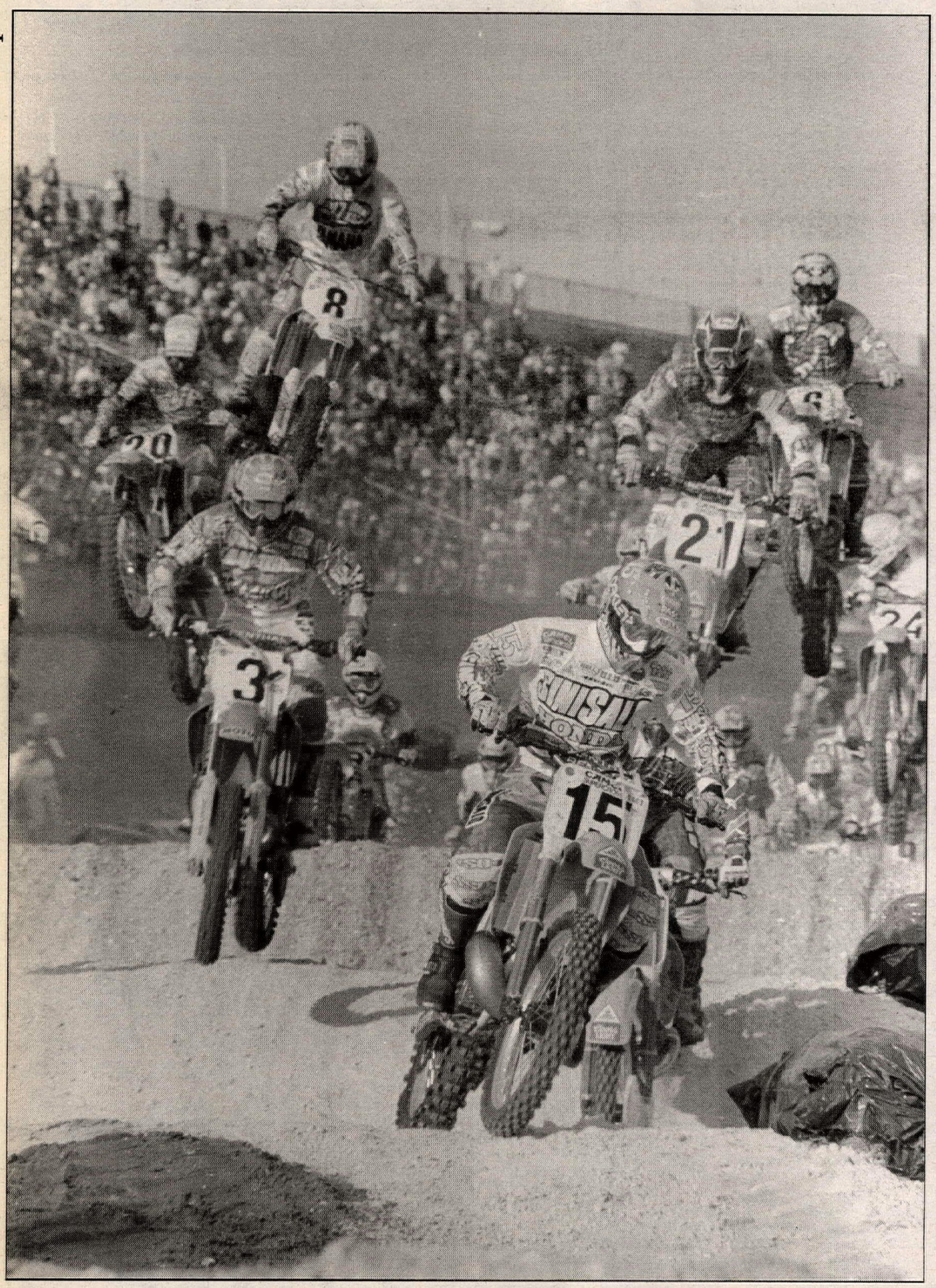
125: 1. **Jeff Emig** (2-1); 2. Joakim Karlsson (3-2); 3. Andrea Bartolini (1-4); 4. Werner Dewit (4-5); 5. Darryl Atkins (7-7).

250: 1. Kurt Nicoll (3-1); 2. Stefan Everts (1-3); 3. Frederic Bolley (5-2); 4. Greg Albertyn (7-4); 5. Dietmar Lacher (6-5); 6. **Jeremy McGrath** (4-9).

500: 1. Marnicq Bervoets (3-1); 2. Jorgen Nilsson (2-2); 3. **Mike Kiedrowski** (1-3); 4. Siegfried Bauer (5-4); 5. Edwin Evertsen (4-8).

REVIEW The 1993 American MX/Supercross season

A season of change



Jeremy McGrath (15) stole the show in the Camel Supercross Series, winning 10 features in the 16-round series.

By Chris Jonnum

More than anything else, 1993 will be remembered as a year of change. It was a year that saw Democrat Bill Clinton move into the White House, ending a 12-year era of Republican leadership. A year that saw the inevitable downsizing of the miltary after the end of the Cold War, and the passing of a new tax plan (though increased taxes can hardly be called a change). The year also saw the Pope visit Mexico - a nation made up almost entirely of Catholic people - for the first time in years, and just recently witnessed rival nations Israel and Palestine signing a historic peace treaty. In the sports world, Yankee Jim Abbott hurled the first-ever no-hitter by a one-handed pitcher, and Algerian runner Noureddine Morceli broke the world mile record by a whopping 1.92 seconds.

Yes, as Bob Dylan once sang, "The times, they are a changin'," and nothing is more representative of that fact than the 1993 professional MX season. What was expected to be a fairly predictable year, with the established stars battling it out amongst themselves, instead turned into a benefit for the young guns. It was "out with the old and in with the new" as each of the champions crowned in the four major series was a first-time winner of that title, and only one had ever earned any AMA National crown before.

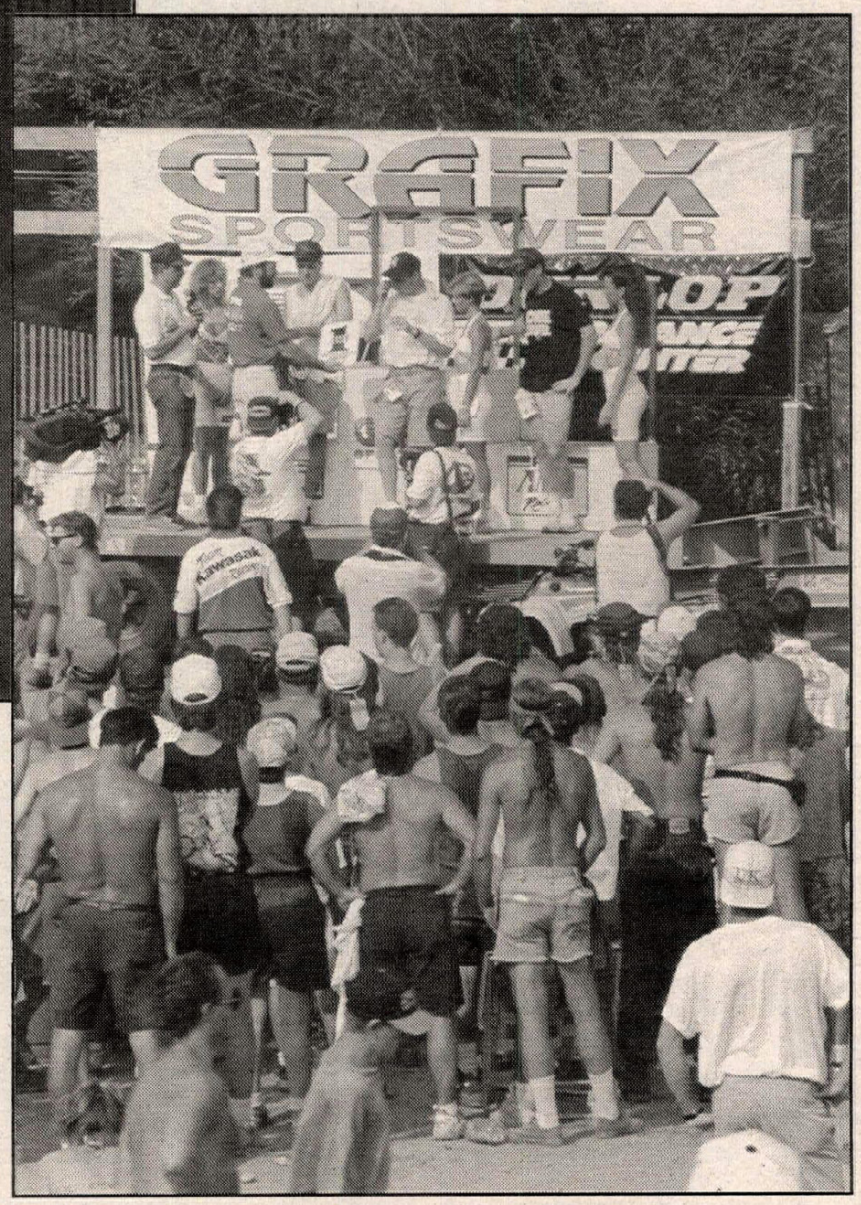
But it wasn't just the riders who changed, as the sport itself also underwent several adjustments. American motocross - both professional and amateur - is extremely healthy at the moment, and it is only natural for change to occur. Not all of the alterations were necessarily improvements, and perhaps not all will even be permanent, but it is unarguably an exciting time for the sport.

Camel Supercross Series

Perhaps the best example of the changing of the guard was rookie sensation Jeremy McGrath, who turned the motocross world on its ear by dominating the prestigious Camel Supercross Series.

Things actually got off to a familiar start, as Kawasaki's Mike LaRocco won the Orlando opener for the second year in a row. But also like last year, LaRocco was quickly sidelined by a wrist injury, and missed the bulk of the season as he recovered. McGrath took the opportunity and the reins, making it look easy as he raised the sport's standard of excellence to a new level. With two rounds still left in the season, the young Californian (just 21) became the first-ever rookie to garner the Camel Supercross Championship, and with one round remaining, he won his record-breaking 10th main event of the season.

"To be honest, I wasn't thinking about the record," said McGrath in San Jose, after his 10th win broke the record



Doug Henry (16) surprised many by winning both the Eastern Regional 125cc Supercross Series and AMA National Championship 125cc MX Series titles. He joined the Honda team at the start of the season.

Mike Kiedrowski was handed the number-one plate in the National Championship 250cc MX Series at Troy, Ohio. Moments after this photo was taken, he fainted due to heat exhaustion.

of nine set the previous year by Damon Bradshaw. "I just want to win races, and championships and records will come with them. The most important thing is just to win each race."

McGrath was so masterful that he appeared to have no competition, and what little there was came primarily from another up-and-comer. While Yamaha's Bradshaw - who during the off-season had signed a lucrative five-year contract and been picked by many as the next champion - and Honda's defending champion Jeff Stanton faltered, Mike Kiedrowski was the only one with a real shot at stopping the boy wonder. Granted, Stanton managed to top the final round of the season in Las Vegas, and Bradshaw collected two overall wins, but for the most part, the two fizzled. Kawasaki's Kiedrowski - at 24, no spring chicken in the MX world - had already earned three National MX Championships, but 1993 marked the year that the "MX Kied" came into his own on the stadium tracks. The Californian made his first-ever supercross win a big one, collecting his long-overdue victory at the prestigious Daytona Supercross. He followed that up with a win in Pontiac, Michigan, and while he wasn't able to chase down McGrath, he came closer than anyone else. Kiedrowski will surely be a factor in '94.

"I did the best I could," said Kiedrowski. "Jeremy just out-rode me this year. He didn't have any bad luck, but he deserves (the championship). I've been getting better every year, so hopefully, I'll get better next year and come back and win the championship."

The '93 Camel Supercross Series also marked the farewell tour for one of the sport's most popular riders. At every stop on the circuit, fans roared for Suzuki's Guy Cooper, 31, in hopes that they could cheer him to his first-ever supercross win. "Coop" responded with wild riding and awesome aerial maneuvers, and though he couldn't quite pull it off (the closest he got was second place at round two in Houston), he certainly gave the crowd their money's worth. Cooper will race in Europe until the end of the year, take three months off to have a rod removed from his thighbone, and then compete in off-road events. He will be missed in the world of supercross and MX.

250cc Nationals

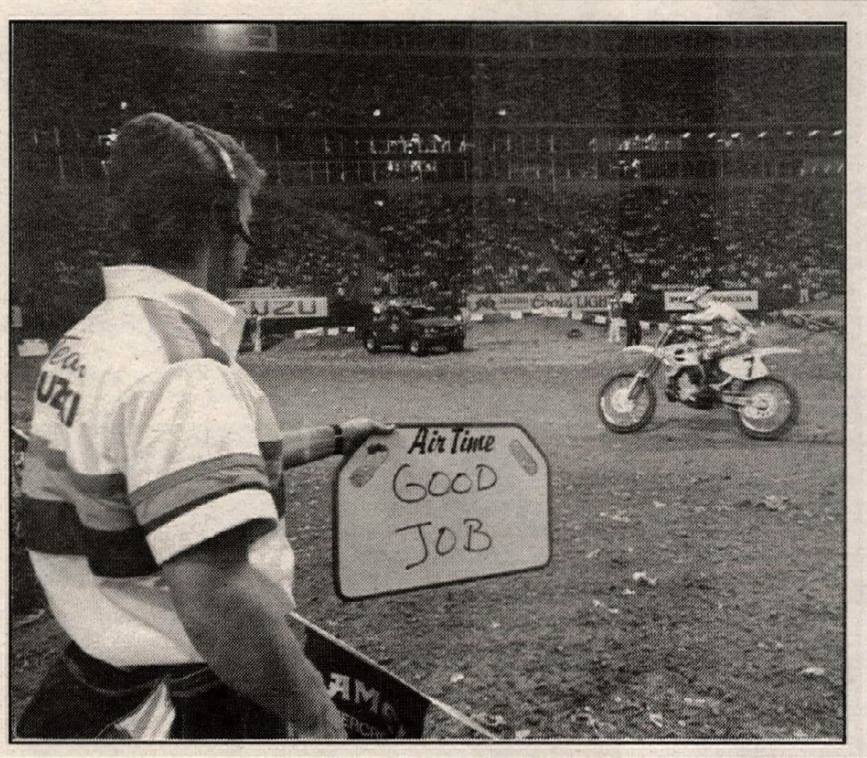
Thwarted in the supercross series, Kiedrowski came out with a vengeance in the eight-round 250cc National MX Series, taking over at the opener and winning 11 of 15 motos, despite crashing hard in practice and missing the final round at Glen Helen OHV Park in San Bernardino, California.

"This is my fourth

1993 AMA 250cc Supercross

			Orlando, FL	Houston, TX	Anaheim, CA	Seattle, WA	San Diego, CA	Tampa, FL	Atlanta, GA	Daytona, FL	Irving, TX	Charlotte, NC	Pontiac, MI	Pontiac, MI	Indianapolis, IN	Pasadena, CA	San Jose, CA	Las Vegas, NV	Total
			1 1/9	2 1/18	3 1/23	4 1/30	5 2/6	6 2/13	7 2/20	8 3/6	9 3/27	10 4/3	11 4/17	12 4/18	13 4/24	14 5/15	15 6/5	16 6/12	
1	Jeremy McGrath	Hon	4	5	1	1	1	1	4	2	1	1	2	1	1	1	1	9	358
2	Mike Kiedrowski	Kaw	2	4	3	8	2	3	3	1	2	4	1	11	12	2	6	3	301
3	Jeff Stanton	Hon	5	3	2	5	3	4	2	4	4	3	3	20	-	3	2	1	278
4	Damon Bradshaw	Yam	3	1	5	4	6	2	1	3	7	5	15	3	13	18	3	14	247
5	Steve Lamson	Hon	8	12	10	7	7	12	7	6	5	9	5	5	2	4	8	4	230
6	Brian Swink	Suz	13	7	13	2	5	-	6	5	13	-	7	3	7	12	5	20	181
7	Michael Craig	Kaw	20	10	8	6	4	5	5	7	3	6	18	4	4	-	-	-	178
8	Cliff Palmer	KTM	9	11	14	12	9	10	12	13	8	11	11	9	11	9	11	15	161
9	Guy Cooper	Suz	6	2	7	19	-	-	-	-	17	7	4	6	5	10	12	6	155
10	Jeff Emig	Yam	10	9	11	9	-	-	20	8	15	2	15	2	3	19	14	11	154
11	Larry Ward	Suz	7	13	9	13	8	6	9	14	6	12	10	15	20	14	9	-	150
12	Mike LaRocco	Kaw	1	5	4	3	-	-	-	-	-	-	-	-	9	5	4	2	146
13	Jeff Matiasevich	Suz	11	8	6	11	16	11	11	-	10	19	8	18	10	-	18	13	124
14	Denny Stephenson	Suz	14	18	16	15	10	14	8	23	9	13	13	7	18	8	16	16	120
15	Shaun Kalos	Yam	12	20	17	-	12	7	-	10	11	8	9	10	8	-	-	12	116
16	Erik Kehoe	Hon	-	14	12	14	13	13	-	12	14	16	12	14	14	11	-	10	104
17	Phil Lawrence	Suz	-	-	-	-	-	9	10	9	-	10	6	12	6	-	-	-	85
18	Jeromy Buehl	Yam	-	-	-	10	14	17	13	11	12	-	-	-	-	13	13	-	71
19	Larry Brooks	Yam	-	16	20	-	11	8	-	-	-	-	19	19	19	16	15	8	59
20	Ezra Lusk	Suz	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	5	44

REVIEW The 1993 American MX/Supercross season



Guy "Air Time" Cooper was no doubt the most popular rider of the '93 season, which was also his last. The former 125cc National MX Champion retired at the end of the 250cc National series.

1993 AMA 500cc National Points

			Washougal, WA	Millville, MN	Binghamton, NY	Delmont, PA	Total
			1 8/8	2 8/15	3 8/29	4 9/5	
1	Mike LaRocco	Kaw	1	2	1	2	184
2	Jeff Stanton	Hon	2	1	3	3	175
3	Mike Kiedrowski	Kaw	4	4	2	1	161
4	Steve Lamson	Hon	3	3	4	4	154
5	Mike Healey	Hon	5	9	5	5	110
6	Mike Fisher	Kaw	6	8	8	6	104
7	Rich Taylor	Hon	9	6	7	10	103
8	Dag Boyesen	Kaw	10	7	9	7	90
9	Cliff Palmer	KTM	11	5	-	8	76
10	Jason McCormick	Hon	8	15	6	-	69
11	Bruce Stratton	Hon	18	19	10	14	45
12	Lance Smail	Hon	7	-	20	13	44
13	Rick Ryan	Hon	12	11	25	22	39
14	Brian Carroll	Kaw	19	13	11	24	38
15	Andy Stacy	Kaw	-	-	14	19	30
16	Kurt McMillen	Yam	-	-	12	15	27
16	Anthony Amaradio	Kaw	15	22	13	-	27
18	Joel Dengler	Kaw	-	-	-	11	26
19	Mike Jones	Kaw	-	-	-	9	24
20	James Kapitan	Hon	-	10	-	17	23

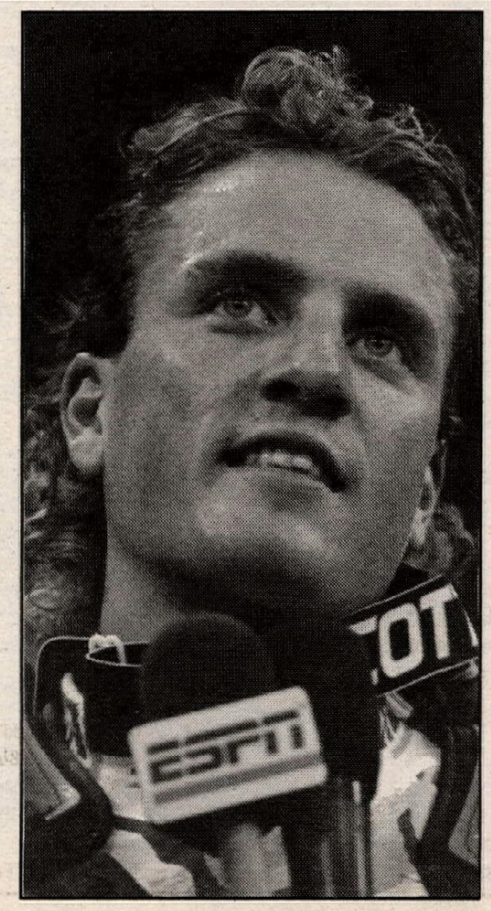
1993 AMA 125cc National Points

			Gainesville, FL	Southwick, MA	Mt. Morris, PA	Sacramento, CA	Buchanan, MI	New Berlin, NY	Troy, OH	San Bernardino, CA	Washougal, WA	Millville, MN	Binghamton, NY	Delmont, PA	Total
			1 2/28	2 5/2	3 5/30	4 6/20	5 7/4	6 7/11	7 7/25	8 8/1	9 8/8	10 8/15	11 8/29	12 9/5	
1	Doug Henry	Hon	4	1	2	2	3	9	2	1	4	2	1	3	495
2	Jeff Emig	Yam	9	4	1	3	1	3	1	4	1	1	5	2	486
3	Jeremy McGrath	Hon	1	13	3	1	2	2	4	6	3	3	2	5	454
4	Larry Ward	Suz	-	3	8	15	6	4	5	6	8	18	7	4	292
5	Brian Swink	Suz	13	16	9	5	13	8	10	13	5	6	6	6	288
6	Ezra Lusk	Suz	11	2	6	9	10	-	15	2	2	4	21	8	283
7	Damon Huffman	Suz	5	15	13	11	7	10	3	3	7	14	13	10	276
8	Erik Kehoe	Hon	2	9	5	7	5	5	7	7	-	-	-	-	235
9	Ryan Hughes	Kaw	8	5	4	-	-	-	-	5	11	16	3	7	205
10	Tim Ferry	Yam	7	23	18	10	11	6	17	9	19	12	20	17	176
11	James Dobb	Kaw	-	6	10	4	4	1	-	-	-	-	-	-	158
12	Todd DeHoop	Hon	-	12	11	-	12	20	8	-	13	11	10	9	152
13	Robbie Reynard	Kaw	-	-	7	-	-	-	-	-	-	8	4	1	148
14	Doug Dubach	Yam	-	10	17	6	19	15	19	10	12	9	-	-	143
15	Jimmy Button	Suz	-	-	-	13	9	14	13	12	10	10	9	-	140
16	Scott Sheak	Kaw	12	14	14	9	16	-	-	-	-	17	11	12	131
17	Michael Craig	Kaw	3	18	-	-	-	-	12	11	14	-	-	-	100
18	Barry Carsten	Suz	-	-	-	-	14	13	22	-	-	-	15	15	88
19	Damon Bradshaw	Yam	-	-	-	-	-	-	-	-	-	-	-	13	84
20	Jeff Dement	Yam	-	-	-	-	-	11	11	-	15	-	-	-	82

championship, and (to win) every one of them, it seems I've had to work harder and harder," said Kiedrowski after clinching the title at Kenworthy's MX Park in Troy, Ohio, with one round still remaining.

Despite missing the Gatorback opener with his umpteenth wrist injury, LaRocco rode impressively, hounding his Kawasaki teammate throughout the series. A notoriously poor starter, LaRocco improved his gating technique and was often the fastest rider on the track. Though his first-ever 250cc National win didn't come until the final round, he finished the series as the runner-up - an impressive feat for a rider who sat out one round and rode injured upon his return.

The '93 MX season was a hot one - literally - with temperatures and humidity soaring at nearly all of the rounds. Normally, the National tour is punctuated by several mud runs, but there was not a single rain-soaked event in '93. The intense heat took its toll, with



Mike LaRocco won the first race of the year - the Orlando Supercross - but, once again, injuries ended his chances of a Supercross title. He did, however, go on to earn the number-one plate in the National Championship 500cc MX Series. It was his first National title.

1993 AMA 250cc National Points

			Gainesville, FL	Southwick, MA	Mt. Morris, PA	Sacramento, CA	Buchanan, MI	Unadilla, NY	Troy, OH	San Bernardino, CA	Total
			1 2/28	2 5/2	3 5/30	4 6/20	5 7/4	6 7/11	7 7/25	8 8/1	
1	Mike Kiedrowski	Kaw	1	1	2	1	1	1	1	-	339
2	Mike LaRocco	Kaw	-	3	3	4	2	2	2	1	305
3	Steve Lamson	Hon	8	6	6	2	4	3	3	2	281
4	John Dowd	Kaw	3	4	7	5	5	10	5	4	252
5	Guy Cooper	Suz	14	8	5	6	7	4	4	5	225
6	Phil Lawrence	Suz	4	6	10	10	8	5	12	3	217
7	Jeff Stanton	Hon	2	2	4	3	3	-	-	-	201
8	Cliff Palmer	KTM	6	10	9	11	9	-	7	13	163
9	Damon Bradshaw	Yam	5	9	1	16	16	-	-	12	141
10	Jeff Matiasevich	Suz	-	-	8	8	12	6	6	-	126
11	Larry Brooks	Yam	-	-	-	7	6	9	14	-	95
12	Jeromy Buehl	Yam	-	-	13	15	-	18	8	8	90
13	Dag Boyesen	Yam	-	12	15	19	11	-	11	16	83
14	Ray Sommo	Yam	12	13	14	14	-	-	9	-	80
15	Mike Fisher	Kaw	-	-	-	-	-	-	10	7	73
16	Anthony Amaradio	Kaw	-	-	-	-	17	12	20	10	68
17	Scott McElroy	Yam	10	7	-	-	-	-	-	-	45
18	Jeff Curry	Kaw	-	-	-	-	10	-	24	-	41
19	Rick Ryan	Yam	-	-	-	-	-	-	-	14	38
20	Kyle Lewis	Yam	-	-	-	-	-	8	22	-	36
20	Lance Smail	Hon	-	-	-	-	-	13	-	-	36

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- ★ 1993 German Grand Prix
- ★ 1993 Dutch (Assen) Grand Prix
- ★ 1993 Isle of Man T.T.

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the 'U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene; Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing Into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safely techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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REVIEW The 1993 American MX/Supercross season

Heat was a factor at many National events during the hot summer months. Here, Doug Henry required medical attention after winning the 125cc Support class at the U.S. 250cc GP MX at Budds Creek.

Damon Huffman came on strong in the second half of the season, proving that he should be a major force next season. Injuries slowed his progress early in the year.

several riders actually feeling the effects. Californian Kiedrowski swooned on the podium after clinching the championship in Troy, and Honda's 125cc ace, Doug Henry, required medical attention at both the U.S. GP and the Glen Helen National.

The winds of change were stirring at the smoggy Glen Helen race, which afforded motocross fans their first view of the controversial new supercross-style format. Next year, the traditional practice of averaging two 30-minute, plus two-lap motos to determine a winner will be history, replaced by a "TV-friendly" 30-minute, plus two-lap main event format that debuted at Glen Helen.

Among the riders, opinions of the new system were mixed, with veterans resisting the move and young guns a little more open-minded.

"I think it's cool," said Yamaha's Jeff Emig. "It probably hurt me a little (Emig was slowed in the main at Glen Helen by carburetor troubles), but I think it's more exciting."

"It's stupid," Stanton said, disagreeing with Emig. "Motocross has gotten us this far, so why go and mess it up? Motocross is motocross and supercross is supercross."

500cc Nationals

In a year that saw Steven Spielberg resurrect dinosaurs with the film Jurassic Park, the AMA was in the process of rendering a longtime series extinct. After 21 years of competition, the National Championship 500cc MX Series came to an end with a brief four-race series in 1993. With manufacturer and team involvement on a steady decline, it was apparent that the sun had set on the big-bore division.

Defending champ Kiedrowski was considered a shoo-in for the title, though Stanton was the sentimental favorite; the multi-time National and Supercross Champion had never earned a crown aboard a 500. But once again it was an up-and-coming rider who won the title, as Kiedrowski's 22-year-old Kawasaki teammate, LaRocco - competing for the first time ever on an Open bike - notched two of the four overall wins; the historic final 500cc title also served as LaRocco's first National Championship.

"I'm honored to win the last 500cc title ever, but I'll be sorry to see it go," said the Hoosier after the final round at Steel City Raceway in Delmont, Pennsylvania. "I really like the class, and it's a lot of fun. I wish we could ride it again."

Stanton and Kiedrowski, who split wins at the other two stops on the class' farewell tour, were both slowed by back injuries, and finished second and third, respectively, in the final standings. Still, the 500cc series was the only one of the year in which LaRocco didn't have to sit out a round because of injuries, and judging from the speed he displayed throughout the season, he would have been hard to stop even with a full contingent of healthy rivals.

125cc Nationals

The 125cc National Championship MX Series is widely recognized as a "support class," but in 1993 it offered the best competition of any division. While the Camel Supercross and 250 and 500cc National MX Series were in large part runaways for their respective title-earners, the 12-round tiddler-class series saw five different changes in series points leaders, and the title wasn't decided until the final moto at Steel City.

The opening round at Gatorback Cycle Park in Gainesville, Florida, set the stage for a great season when McGrath and veteran Erik Kehoe slugged it out in the second moto, in an impressive display of hard-fought racing. After chasing McGrath for most of the moto, Kehoe passed him with three laps remaining. McGrath made a last-ditch effort to get back around, but in what was easily the most-photographed maneuver of the season, Kehoe pinned it over the uphill finish-line jump and held off McGrath. Honda's Henry, who would eventually secure the title, got off to a slow start and finished fourth in both motos.

McGrath still earned the overall win at Gatorback, but

NATIONAL NUMBERS

1994 Number-one riders

1	250cc Camel Supercross	Jeremy McGrath
1	250cc National Motocross	Mike Kiedrowski
1	125cc National Motocross	Doug Henry

2	Jeremy McGrath	Murrieta, CA	812
3	Mike Kiedrowski	Canyon Country, CA	801
4	Steve Lamson	Pollock Pines, CA	665
5	Jeff Stanton	Sherwood, MI	654
6	Jeff Emig	Riverside, CA	640
7	Mike LaRocco	South Bend, IN	635
8	Doug Henry	Oxford, CT	535
9	Damon Bradshaw	Mooresville, NC	472
10	Brian Swink	Linden, MI	469
11	Larry Ward	Florence, SC	442
12	Cliff Palmer	Oklahoma City, OK	400
14	Guy Cooper	Stillwater, OK	380
15	Erik Kehoe	Saugus, CA	339
16	John Dowd	Chicopee, MA	331
17	Ezra Lusk	Bainbridge, GA	327
18	Phil Lawrence	Menifee, CA	325
19	Michael Craig	El Cajon, CA	278
20	Damon Huffman	Saugus, CA	276
21	Jeff Matiasevich	La Habra Heights, CA	250
22	Ryan Hughes	Escondido, CA	205
23	Jeromy Buehl	London, OH	201
24	Dag Boyesen	Lenhartsville, PA	183
25	Mike Fisher	El Cajon, CA	180
26	Todd DeHoop	Hudsonville, MI	180
27	Denny Stephenson	Omaha, NE	179
28	Tim Ferry	West Palm Beach, FL	176
29	Mike Healey	Costa Mesa, CA	166
30	James Dobb	Corona, CA	158
31	Larry Brooks	El Cajon, CA	154
32	Doug Dubach	Tustin, CA	153
33	Robbie Reynard	Oklahama City, OK	148
34	Jimmy Button	Corning, NY	147
35	Rich Taylor	Ketchum, ID	145
36	Shaun Kalos	Phoenix, AZ	140
37	Scott Sheak	Germantown, NY	131
38	Ray Sommo	Capistrano Beach, CA	117
39	Anthony Amaradio	Canyon Lake, CA	95
40	Barry Carsten	Bayville, NJ	86
41	Jeff Dement	Humble, TX	82
42	Lance Smail	Lancaster, CA	80
43	Rick Ryan	San Jose, CA	77
44	Jimmy Gaddis	Las Vegas, NV	71
45	Jason McCormick	Vancouver, WA	69
46	Davey Yezek	Mt. Pleasant, PA	63
47	Mike Jones	Export, PA	58
48	Brian Carroll	Vineland, NJ	55
49	Mike Treadwell	Rumford, ME	54
50	Buddy Antunez	Moreno Valley, CA	54
51	Chad Pederson	Fort Dodge, IA	53
52	Brian McElroy	Ridge Manor, FL	53
53	Kyle Lewis	Rosamond, CA	51
54	Bruce Stratton	Earlville, NY	50
55	Kurt McMillen	Beacon, NY	49
56	Jeff Curry	Saginaw, MI	42
57	Matthew Crown	Metamora, MI	42
58	Brian Deegan	Bellvue, NE	41
59	Donald Upton	Sun City, CA	38
60	Kevin Crine	Mechanicsville, MD	38
61	James Kapitan	Colts Neck, NJ	37
62	Earl May	Tallahassee, FL	37
63	Jeff Pestana	LaCrosse, WI	35
64	William Dzielak	E. Hartford, CT	33
65	Joel Dengler	Chatsworth, NJ	32
66	David Gaylord	Kalamazoo, MI	31
67	Scott Myers	Citrus Heights, CA	31
68	Andy Stacy	Rockford, IL	30
69	Carl Vaillancourt	Drummondville, CAN	28
70	Jeff Glass	Duncansville, PA	28
71	Keith Johnson	Pembroke, MA	26
72	Jo Jo Keller	Plymouth, MA	26
73	Grayson Goodman	Plano, TX	26
74	Brian Manley	Huntington Beach, CA	24
75	Fred Andrews	Salem, OH	23
76	Tom Clowers	Santee, CA	20
77	Gene Naumec	Brooksville, FL	20
78	Josh Steel	W. Milton, OH	20
79	Nathan Ramsey	Hixson, TN	20
80	Jean-Sebastian Roy	Quebec, CAN	19
81	Greg Bowen	Orion, MI	18
82	Chris Young	Hemet, CA	17
83	Kohji Ohkawara	Chatsworth, CA	17
84	Tony Graves	Creswell, OR	14
85	Mike Metzger	Quail Valley, CA	14
86	Pedro Gonzalez	Houston, TX	14
87	Tyson Vohland	Sacramento, CA	12
88	Jim Neese	Whitsett, NC	12
89	Jason Krempin	Austin, TX	12
90	David Pingree	Scottsdale, AZ	12
91	Jeff Yentzer	Carlisle, PA	12
92	Mike Brown	Gray, TN	11
93	A.J. Whiting	Sherman Oaks, CA	11
94	Anthony Paggio	Tampa, FL	10
95	Mike Chamberlain	Placentia, CA	10
96	Craig Noack	Guttenburg, IA	9
97	Chad Lough	Tazewell, VA	9
98	Scott Carter	Londonderry, NH	8
99	James Eickel	Grove City, OH	8

he wasn't nearly as dominant in the Nationals as he had been "indoors," and would win just one more round throughout the rest of the series.

There seemed to be three levels of talent in the '93 125cc National MX series, with Henry and defending champ Jeff Emig in a tug-o'-war for the title on the elite top plane, McGrath just slightly off the pace, and the rest of the class another shade slower. Henry was easily the most consistent, as he posted only three overall wins but finished out of the top four just once, while Emig was on-again, off-again; he scored five overall wins but came up short at the end.

Only two rounds were won by someone other than Henry, Emig or McGrath, and both were debut victories for Kawasaki pilots. At Unadilla Valley Sports Center in New Berlin, New York, Englishman James Dobb rode to a steady 1-4 victory, marking the first time a Brit had won a U.S. National.

The 125cc series also marked the debut of teen sensation Robbie Reynard, probably the most highly touted rookie since Damon Bradshaw. Reynard, who signed a factory contract with Kawasaki for '94, was forced to watch from the sidelines through the first part of the season, but he turned 16 before round three at Mt. Morris, Pennsylvania, and finally got a chance to prove himself. Though abbreviated, Reynard's inaugural season was a busy one; he rode impressively to seventh overall at his first National, broke his wrist at his first supercross in San Jose, missed several rounds while he recovered, and came back and rode with pain. The 125cc series ended with a changing of the guard as Reynard earned his first-ever overall win at Steel City and showed that he's no doubt more than capable of filling the boots left behind by fellow Oklahoman Guy Cooper.

250cc U.S. GP

The year of change in motocross wasn't limited strictly to AMA competition, as the United States Grand Prix in Budds Creek, Maryland, also witnessed several changes. Most obvious was the actual location; after years of hosting the event, Unadilla opted to pull out, citing difficulties in dealing with the FIM. With Motolink simultaneously backing out of the 500cc U.S. GP, American race fans were left with the possibility of the U.S. not hosting a Grand Prix MX, but Budds Creek Raceway's Jonathan Beasley came to the rescue.

"This place (Budds Creek) was a forest when I first got it," said Beasley. "I used to watch the race at Unadilla and dream about putting on a GP."

Beasley's dream came true, and the GP proved to be one of the best gatherings of international MX talent in quite some time; nearly all of the top motocrossers from around the world were pitted head-to-head for one race. And when the day was over, 1993 had seen yet another change; after 10 years of dominating the U.S. 250cc MX GP, the Americans had been beaten on their home turf. Belgian Stefan Everts, competing in his first-ever U.S. GP, posted consistent 1-3-2 moto finishes to earn the overall win.

Many people feel that Everts' win is an example of the rise in the talent level of European motocrossers. Further evidence of that came at the recent Motocross des Nations in Austria where the American team notched its record 13th-consecutive victory by the narrowest of margins. Led by Everts, Belgium was only a point back, and at Budds Creek, he and 250cc World Champion Greg Albertyn showed that the Europeans are closer than ever. The changes haven't stopped yet... CN

Family Values.

"My dad's gotta be one of the coolest guys around. I mean he's been tunin' and tweakin' on my bikes using PJ1 oils ever since I started racing. I couldn't ask for a better mechanic...or oil."

–Robbie Reynard

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–Robert Reynard

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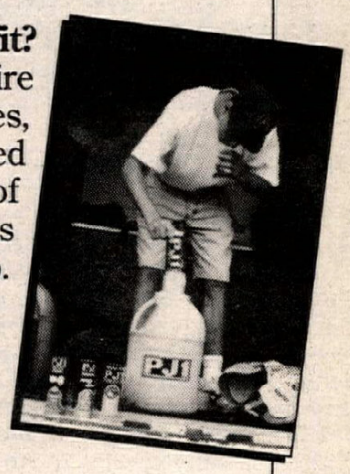
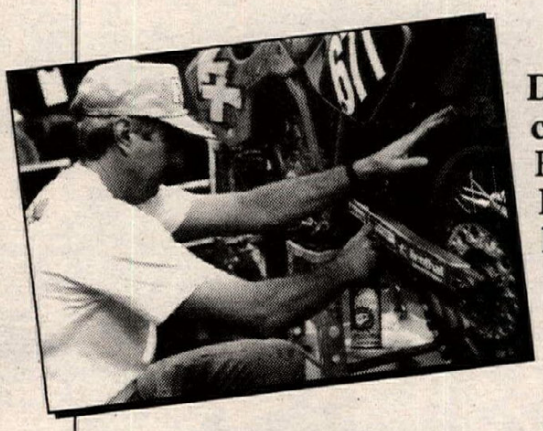


Why won't this little bottle fit? Actually, Dad saves every drop of PJ1 Goldfire Pro! It's been used in all Robbie's motorcycles, and he's never experienced an oil related engine failure or DNF. Goldfire Pro doubles the life of pistons and rings, increases horsepower and burns clean with no carbon build-up.



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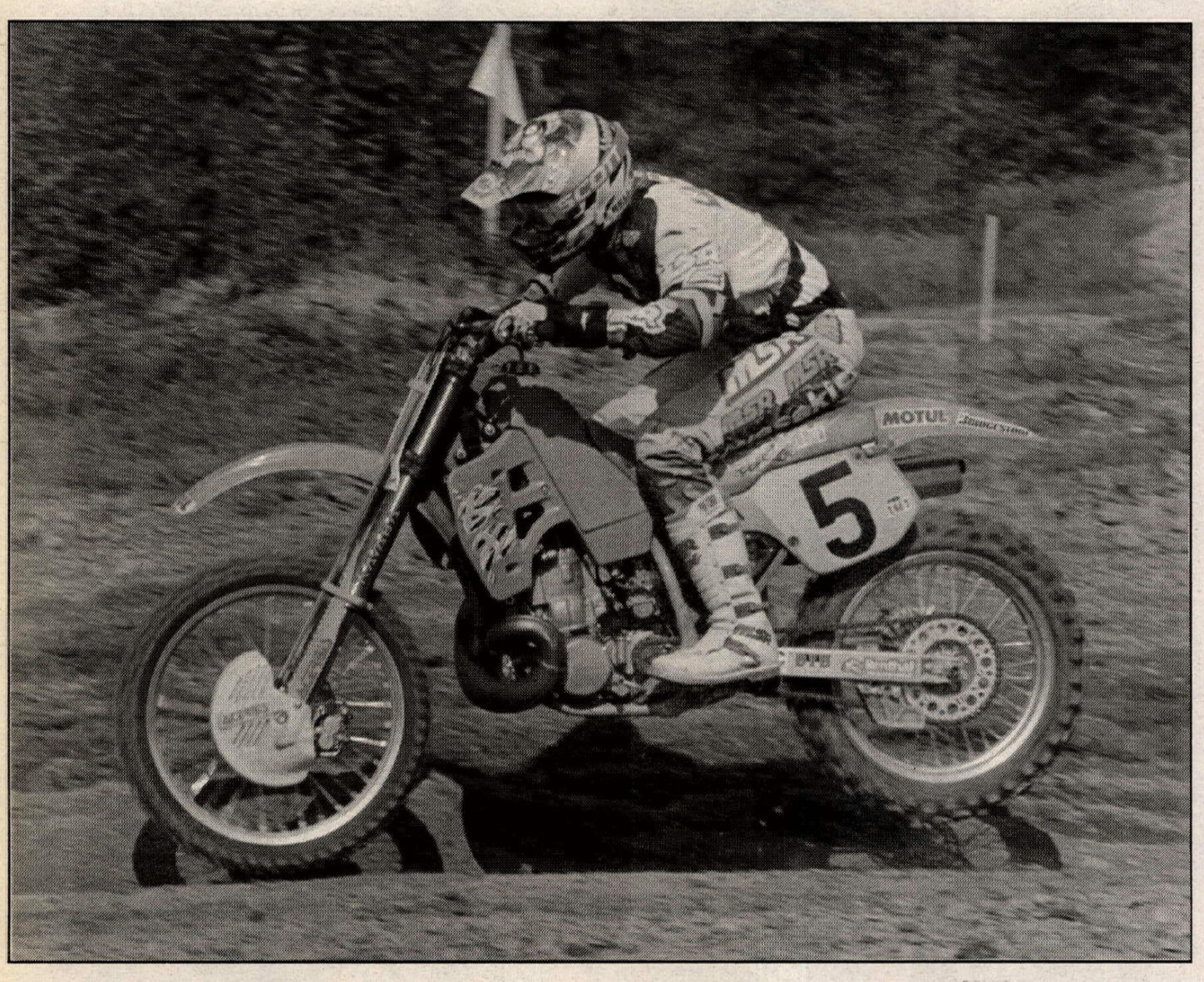


By Kit Palmer

Watching the final round of the 1993 AMA National Championship 125/500cc MX Series at Steel City Raceway in Delmont, Pennsylvania, on September 5 was like riding an emotional roller coaster. Mike LaRocco and Doug Henry earned their first-ever AMA National Championships - in the 500 and 125cc classes, respectively. And 16-year-old Robbie Reynard became the youngest rider to ever win an AMA National MX as he tasted victory for the first time in his promising young professional career in the 125cc division.

Sadly, however, the Labor Day weekend meet also marked the end of an era as the AMA National Championship 500cc MX Series was put to rest.

Next year, for the first time since 1972, the 500cc series won't appear on the AMA National Championship racing calendar. Instead, an expanded version of the 250cc National MX Series will take its place.

The clock has been running down on the 500cc class since the mid-'80s, when Suzuki and Yamaha pulled their factory MX teams out of the "big-bore" division and focused on the 125 and 250cc classes. Only Honda and Kawasaki remained, and the writing was on the wall. Imminent death for the 500cc class. Now that time has come.

Why did the AMA decide to pull the plug on what was once the premier class in National MX competition? There are perhaps many reasons, but according to Bill Amick of the AMA, the rationale was obvious. "Marketing," Amick said. "Not so much from a selling motorcycles point of view, although that would be the case with the manufacturers, but more so from a *marketing-of-the-sport* look at things. Basically, from the AMA's point of view, we just have too many champions (in motocross). Without the 500cc class, we can now have just one real National MX champion and one supercross champion. The 250cc class is now the (undisputed) premier class. The 125cc class, however, has developed into a prestigious class too, but it's still considered as a development class."

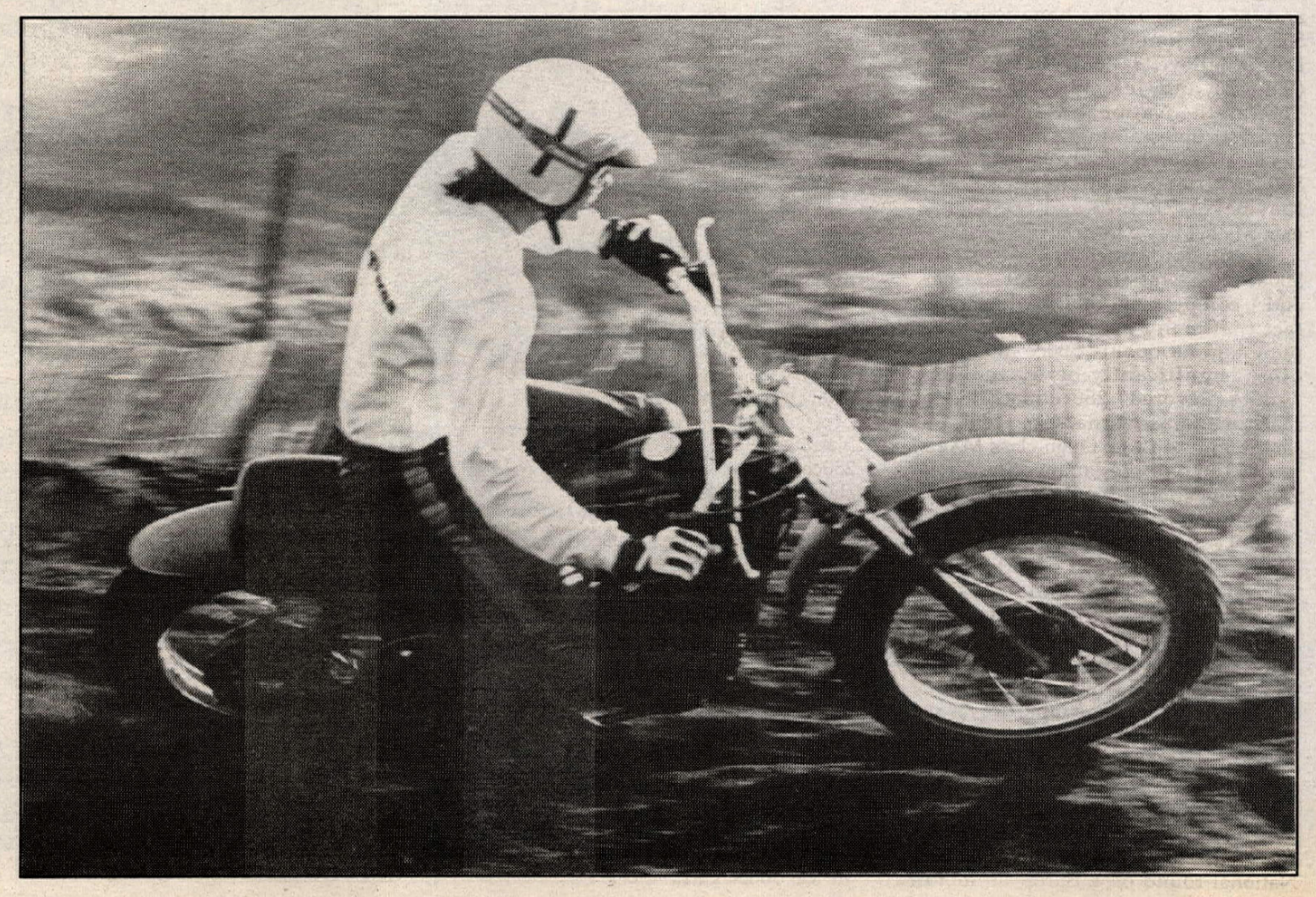
AMA Pro Racing Director Roy Janson said, "The 500cc class has gotten boring. There's hardly any passing anymore, and it's just not as exciting as it was 15 years ago. At that time, 500cc bikes were the fastest bikes on the track; now they're almost the slowest."

The 500cc National MX Series is one of the longest-running AMA National MX Series as only the 250cc MX series has been around as long. Both the 500 and 250cc series officially began in 1972; with the 125cc series getting underway in 1974, the same year as the "indoor" version of the Nationals - the Supercross series.

In 1971, however, two riders were recognized as National Champions, despite the fact that AMA National Championship Series were not conducted. Mark Blackwell and Gary Jones were crowned champions in the 500 and 250cc classes, respectively, by virtue of their "top American" finishes in the Trans-AMA Series, the AMA's major MX series at the time. The Trans-AMA Series was eventually "phased-out" as the National Championship Series gained prestige.

"The Trans-AMA Series was prestigious, but it was more of an exhibition than anything else," recalls Blackwell, who is now marketing director for Arctco, the Minnesota-based personal watercraft and snowmobile manufacturer. "At that time motocross was just

First and last. (Above) The last-ever 500cc AMA National Motocross Champion, Indiana's Mike LaRocco. (Below) The first 500cc National Championship went to Mark Blackwell, on a Husqvarna, back in 1971.



getting going in the U.S., and the (Trans-AMA) series took place at the tail end of the year. Many of the top European riders would come over just for the fun of it after competing on the GP circuits, but some of them came over to do well and hopefully earn factory rides for the following year.

"The European riders were far superior to us. They would lap us three times! But as we got better, they would lap us twice, then only once. The big thing back then was being the top-placing American; that's how Gary (Jones) and I got our titles. Nobody even thought about beating the Europeans."

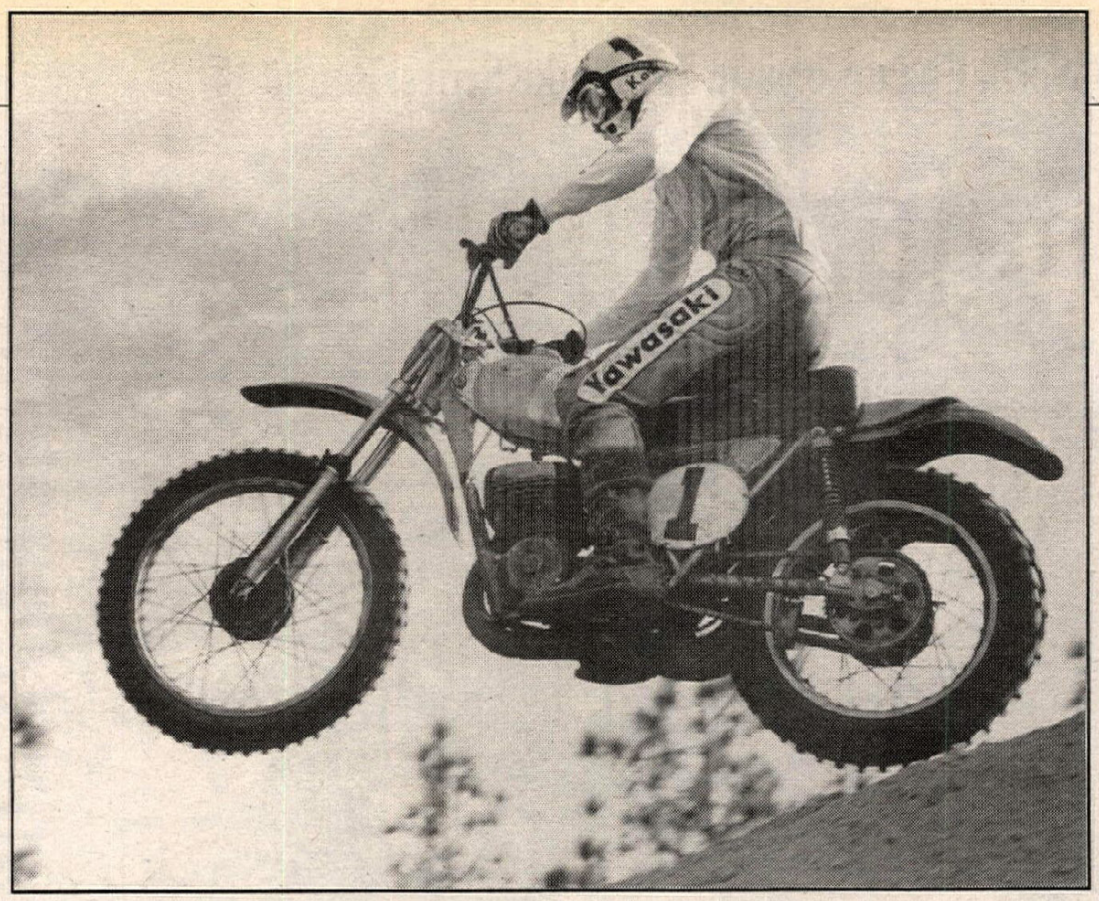
The first-ever round of the AMA National Championship 500cc MX Series - or National Cup Series, as it was referred to back then - took place on April 16, 1972, in Atlanta, Georgia, and was won by CZ-mounted Barry Higgins. In that first year, eight races were held, and Brad Lackey walked away with what would be his only National Championship title. He won five rounds in the inaugural series, four aboard a CZ and one - the last - on a Kawasaki. The following year, Lackey headed to Europe to compete in the World Championship 500cc MX Series, and nine years later, in 1982, he finally gave the U.S. its first and so far only 500cc World Championship MX title. Unable to land a factory ride for the following season, Lackey retired.

Since that first 500cc National MX in Atlanta, a grand total of 167 500cc National rounds have been logged in the record books, and 15 different riders have been crowned champs, the most recent, the quiet rider from Indiana - Mike LaRocco.

Broc Glover will go down in history as the rider having recorded the most 500cc National overall wins with 18; David Bailey is next in line with 15, and Rick Johnson is third with 12 wins. Only one rider, Glover, has earned the 500cc title more than twice - the Californian did it three times (1981, '83 and '85). Four riders have won two 500cc titles: Jimmy Weinert (1974-'75), David Bailey ('84-'86), Rick Johnson ('87-'88) and Jeff Ward ('89-'90). Though the National MX Series are aimed at determining America's top riders, two foreigners have earned the 500cc title - Dutchman Pierre Karsmakers in 1973 and Frenchman Jean-Michel Bayle in 1991.

Throughout much of the '70s, the 500cc class was the premier class in AMA competition, mainly due to the fact that many manufacturers were pumping out quality 500cc motocross bikes, significantly better than the "under-powered" 250cc machines of that time. Husqvarna, CZ, KTM and Maico built top-rate Open class MXers, as did some of the Japanese factories. But the specially built "works" Japanese 500cc MXers, ridden by factory-backed riders such as Kawasaki's Jimmy Weinert, Honda's Marty Smith, Suzuki's Bill Grossi and Yamaha's Glover, were coming of age. Even Harley-Davidson got in on the action for a while, building a respectable Open-class MXer which was ridden by Rex Staten. Plain and simple, it was the hot class back then. The 500s were it.

By the late '70s, most of the Japanese manufacturers were beginning to produce bigger and better Open class machinery, and soon had the market cornered. The last rider to win a 500cc National round on a European motorcycle was Denny Swartz, on a German-built Maico in 1980. Before that it was Steve Stackable, who also rode a Maico to victory in 1977.



Brad Lackey earned the AMA National Championship 500cc MX Series title in 1972. He went on to become America's first and, so far, only 500cc MX World Champion.

The trend to build bigger and more powerful Open class bikes continued to snowball into the mid-'80s, and by 1985 Open class production bikes being offered by the Japanese manufacturers as well as the European makers produced mind-blowing horsepower. So much so that the bikes were simply too much for most people to handle. Only a handful of riders could even come close to using the machines' full potential, and this resulted in less-exciting and more processional racing on the 500cc National circuit.

Meanwhile, 250cc production MXers, as well as the quarter-liter "works" bikes, had improved immensely, and the smaller engines were soon developing more than enough horsepower to satisfy the weekend racer. Plus the bikes were lighter, and thus handled better. (Not to mention that they were also less expensive.) But the bottom line was simple: the 250s were more fun to ride. In addition, the racing action was getting close and exciting again on the National circuit. Because of all of this, 250cc MXers began to out-sell the Open class bikes by a large margin.

"I feel the technical advancements and power increases caused the (500cc) class to shrink," said Blackwell. "Open bikes got to be just dragsters - a race from turn to turn. You couldn't go around a corner on Open bikes anymore. I bet you that the production 125cc MXers of today can probably outrun the big-bore Husky I rode when I won the championship in '71. A 250 now would trounce it. As the horsepower increased, fewer and fewer people could ride them, and the competition got less exciting."

In the mid-'80s, dwindling interest in the 500cc class and slumping sales figures prompted Suzuki to quit producing the RM500, which began life as the RM370. Shortly thereafter, Yamaha, for the most part, quit updating its air-cooled and outdated YZ490, although they continue to offer the same basic machine today. The YZ490's roots go back to the Yamaha MX360 of the early '70s. As you can see, the displacement of Open class bikes grew considerably in the first 15 years of the series.

By the late '80s, those who still competed in the 500cc Nationals had basically only two brands of motorcycles to chose from - Honda or Kawasaki. While some of the other manufacturers still built competitive Open class machinery - KTM and Husqvarna, mainly - they really weren't in the same league as the state-of-the-art Honda CR500 and Kawasaki KX500s, especially in the capable hands of the few factory-backed aces. The last manufacturer other than Honda or Kawasaki to win the 500cc National Championship was Yamaha, thanks to the title winning performance of Broc Glover in 1985. The last European-manufactured motorcycle to be ridden to the championship was a Husqvarna, by Kent Howerton in 1976.

When 34 of the bikes in a field of 40 are either Hondas or Kawasakis - as was the case at the final 500cc National at Steel City, and just about every other 500cc National since the mid-'80s - needless to say, much of the excitement and flare of the class is lost. After all, racing is not only a battle among riders, but among brands as well.

With just a few manufactures fielding teams in the 500cc Nationals, only a small number of riders have been capable of winning the championships. Take this year for example. Just four riders - all factory-backed - had realistic shots at the title at the start of the abbreviated four-race series. It was a given that the title would go to either defending champion Mike Kiedrowski, Mike LaRocco, Jeff Stanton or Steve Lamson. The rest of the field was, for all intent and purposes, battling for "top privateer" honors. It wasn't uncommon for the fifth- or sixth-place rider to finish nearly an entire lap behind the winner. Some have said that the 500cc class separates the men from the boys. If that is indeed true, then there are far more of the latter than the former.

Perhaps another factor that helped pave the way for the demise of the 500cc class was exhaust noise, or, to be more specific, the lack of it. The increased horsepower means that the "big bikes" don't need to be revved as much as the screaming and high-revving 125 and 250cc bikes. The result? To many race goers, the 500cc machines sound like they are idling around the track.

But for whatever reason, the fact is that the 500cc National MX class is now history in this country. A thing of the past. But at least the 500cc division will be remembered as the class that started it all. It produced some of the best motocross racers who have ever twisted a throttle - riders Brad Lackey, Jimmy Weinert, Kent Howerton and Danny LaPorte. Even Rick Johnson - the winningest rider in AMA National MX history - has left his knobby tracks on many a course in the big-bore class.

The 500cc National Championship MX Series might be gone, but it will never be forgotten. CN

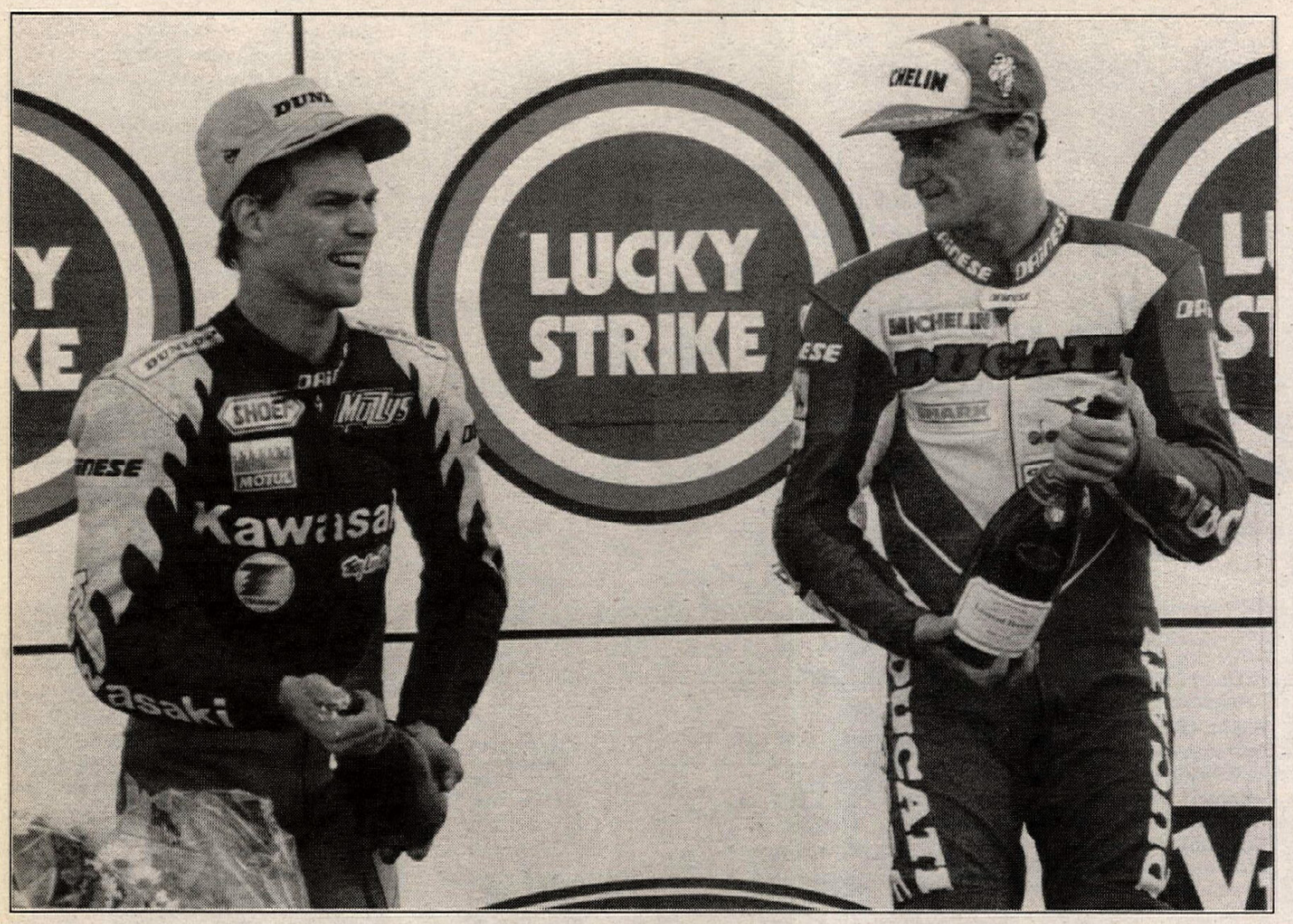
500cc AMA National MX Champions

1971	Mark Blackwell	Husqvarna
1972	Brad Lackey	CZ/Kawasaki
1973	Pierre Karsmakers	Yamaha
1974	Jim Weinert	Kawasaki
1975	Jim Weinert	Yamaha
1976	Kent Howerton	Husqvarna
1977	Marty Smith	Honda
1978	Rick Burgett	Yamaha
1979	Danny LaPorte	Suzuki
1980	Chuck Sun	Honda
1981	Broc Glover	Yamaha
1982	Darrell Shultz	Honda
1983	Broc Glover	Yamaha
1984	David Bailey	Honda
1985	Broc Glover	Yamaha
1986	David Bailey	Honda
1987	Rick Johnson	Honda
1988	Rick Johnson	Honda
1989	Jeff Ward	Kawasaki
1990	Jeff Ward	Kawasaki
1991	Jean-Michel Bayle	Honda
1992	Mike Kiedrowski	Kawasaki
1993	Mike LaRocco	Kawasaki

All-Time 500cc National MX Race Winners

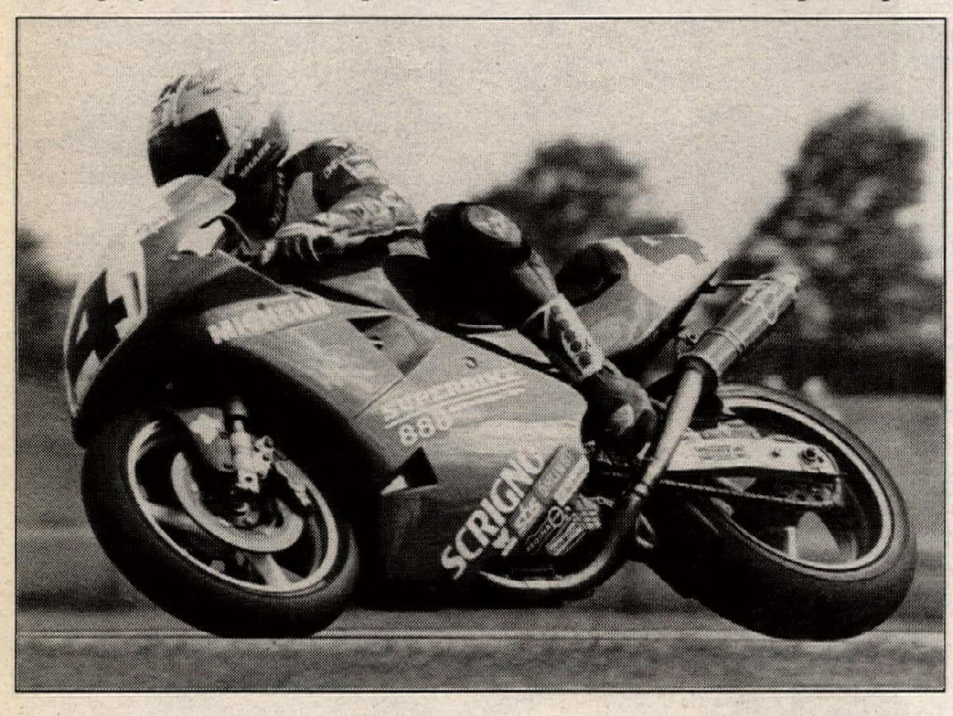
1.	Broc Glover	18
2.	David Bailey	15
3.	Rick Johnson	12
4.	Jeff Ward	11
5.	Pierre Karsmakers	9
6.	Brad Lackey	8
6.	Jeff Stanton	8
8.	Chuck Sun	7
9.	Mike Bell	6
9.	Rick Burgett	6
9.	Jim Weinert	6
12.	Danny Chandler	5
12.	Danny LaPorte	5
14.	Jean-Michel Bayle	4
14.	Kent Howerton	4
14.	Gary Semics	4
17.	Goat Breker	3
17.	Mike Hartwig	3
17.	Darrell Shultz	3
17.	Mike Kiedrowski	3
21.	Mike LaRocco	2
21.	Tommy Croft	2
21.	Tony DiStefano	2
21.	Bob Hannah	2
21.	Barry Higgins	2
21.	Ron Lechien	2
21.	Gaylon Mosier	2
21.	Mike Runyard	2
21.	Marty Smith	2
21.	Steve Stackable	2
21.	Rex Staten	2
32.	Bill Gross	1
32.	Alan King	1
32.	Wyman Priddy	1
32.	Denny Swartz	1
32.	Eric Eaton	1

ROAD RACE World Championship Superbike Series: Round 10



Georgian Scott Russell (left) finished second in both legs in Holland; he was beaten both times by Brit Carl Fogarty (right).

Carl Fogarty is now only seven points behind Scott Russell in the championship.



Fogarty, Russell 1-2 in Holland

By Johan Vndekerckhove

ASSEN, HOLLAND, SEPT. 12

With his double victory in the Dutch round of the Victors Superbike World Championship, Carl Fogarty has resumed his winning ways after having crashed in the second leg of the Japanese round at Sugo. After his faux pas in Japan, where his impressive series of victories came to a (provisional) halt, the Englishman from Blackburn struck again in Holland. Two wins from the factory Ducati rider in Holland have reduced Scott Russell's lead in the championship to only seven points, but his Muzzy Kawasaki-mounted rival hasn't given up. With a fresh engine in his luggage after the Japan trip, Russell may just be able to keep up the fight for the rest of the season. But there is still a long way to go - four rounds, and Ducati is throwing their best engines at anyone who might possibly be able to beat Russell.

At a first glance, the results of the Dutch Superbike round would not have made bookmakers very happy. As expected, Fogarty won both races, beating his arch rival Russell each time, with the rest of the field battling it out for third place...at a distance. Very seldom have two riders dominated their discipline as much as Fogarty and Russell are right now. They represent not only a man-to-man duel, but also a hard-boiled battle between two racing philosophies. The purpose-built Ducati still holds the World Superbike races in a stranglehold, and only a perfectly dialed in combination of a first-class rider and the best Japanese four-stroke, four-cylinder technology can match them. Nevertheless, even the die-hard determination of Russell can take a blow, and it is not surprising that more and more rumors surfaced that the Georgian was scheduled to meet the Castiglione brothers (owners of Ducati/Cagiva) a few days after the Assen race.

Qualifying

Assen has always been very much appreciated by spectators and riders alike. And nothing's changed. The four-stroke specialists were using the big (3.78-mile) Grand Prix circuit. Last year, they had to satisfy themselves with the smaller circuit, which uses about half of the infrastructure. But since the organizers had been overwhelmed by people wanting tickets to the event, they opted to open up the entire circuit.

For several riders, the Assen round marked their return to World Superbike racing. Most of the privateers had stayed at home while the big boys were spending their money in the Malaysian and Japanese races, and other riders had just taken the Asian rounds as an excellent opportunity to heal their wounds at home after a sometimes very fraught first half of the season. The list of comeback riders included Tripp Nobles, Baldassare Monti, Dominique Sarron and Alex Vieira.

The Honda Rumi team had stayed at home in Italy in order to prepare for the last couple of races for the Honda RC30 in all serenity, and in order to prepare for the racing debut of the Rumi mono, that was to be entered in the international single-cylinder race at Assen one week before the World Championship race, but it didn't make it. Georgian Nobles didn't really enjoy his return, as he crashed on Saturday in the infamous Geert Timmer-corner, where so many Grand Prix victories had been won or lost in the past (remember Sito Pons and Dominique Sarron a couple of years ago). Nobles, who had been 18th quickest, sprained his wrist in the process, but did not lose his well-appreciated ability to tell about his adventure.

"I lost the front end in that corner, but somehow I managed to hold on to the bike," Nobles said. "I remember slamming my fist on the gas tank as I got to the grass. Then the bike went down. You can still see a big dent in the tank." Nobles eventually qualified 32nd and was in for two demanding races on Sunday, thanks to his injured wrist.

Monti was competing for the first time since the crash at Brno that left him with multiple fractures of the shoulder. The Italian managed only the 31st quickest time.

Sarron was another who had spent some time in a hospital bed of late; the former endurance and Grand Prix ace finally had the time to have his arm operated on, but he was still suffering when he rode his Yamaha to the 27th fastest qualifying time.

Jean-Marc Deletang, who had ridden Sarron's bike during his absence, had to make do with a loaned Yamaha. Due to several problems, the promising French rookie did not qualify. And Alex Vieira was back after taking some time off following his victory in the French Superbike Championship one week before.

At the other end of the starting grid things were back to normal. After a very exciting final dash during the second session, Fogarty got hold of yet another pole position. This was not really a surprise to the Briton nor to his team.

"This is the third time I've ridden on the big circuit," Fogarty said. "We've tried some new gearing and tires, but we haven't touched the bike since Sugo. I believe the races tomorrow will be another duel between me and Scott. I would appreciate if Ducati could give some of their other riders some faster bikes, as it's really very hard to see Scott coming home second each time, keeping his points loss to an absolute minimum. But apart from my teammate (Giancarlo) Falappa, I don't know who will be able to keep pace with us two. (Stephane) Mertens has got a slower bike; that was obvious in Anderstorp, but apparently Fred Merkel is now getting some more support from our team. We'll see how things turn out."

Surprisingly, it was not Russell who filled the second spot on the starting grid. Instead it was Falappa. The Italian had lost some time during the first session when water got into the semi-automatic shifting system. In the second session, he made up for that loss and bettered his time by almost three seconds to turn in a two-minute, 6.66-second lap (as compared to Fogarty's pole time of 2:06.20). Only two-hundredths of a second down was Russell. The American had found some more power in the mid-range, but lost his chance to get back at Fogarty in the closing stages of the final session when his fuel pump went dead.

"First I thought I'd run out of gas, but there was still enough juice in the tank," Russell said. "I had to walk back from the first corner to the pit lane, which cost me some time. Still, I'm quite confident for tomorrow's race. This is neither a Kawasaki or a Ducati track, but it is damn hard to learn the track. Too bad I don't have the same experience Carl has here."

Aaron Slight had fought his way through heavy traffic to the fourth best time; and fifth was a very surprising Fred Merkel.

"I have been using the bike I had loaned to a Japanese rider in Sugo," Merkel said. "That guy had finished

sixth in the second race, so I think we're really going the right way now. Unfortunately, it doesn't look like we'll get a 926 engine this year. The pistons won't be available in time. But why should I complain? I'm on the front row, and that might help a lot tomorrow when the lights turn green."

Merkel's enthusiasm was a bit tempered later on when his best engine broke in the final few minutes of the second session, forcing his mechanics to switch engines.

The second row consisted of Jamie Whitham, Mauro Lucchiari, Terry Rymer and Fabrizio Pirovano.

Race one

As the ribbon of riders passed for the first time on the long straight behind the paddock, Fogarty and Russell already had a small lead over the rest of the field. For Briton Brian Morrison the race ended some minutes later, when he crashed in the first corner on the second lap. At the same time, Alex Vieira rolled back onto the pit lane with what sounded like an electrical problem. In the Ducati pits, meanwhile, red alert went out when Falappa came in. The Italian, who had suffered through his ninth crash since Anderstorp in practice, just couldn't get the bike handling well enough to his likings. The rear shock was adjusted, and Falappa went out again with an engine which did not sound too healthy either. He was to retire permanently after the ninth lap, wondering what had gone wrong.

"Yesterday afternoon I had not had any problems with this bike," Falappa said. "And since this morning, it does not want to steer properly."

After five laps, Fogarty was still leading, while Russell desperately held on. A few seconds back, a group consisting of Fabrizio Pirovano, Whitham, Mertens and Slight had all set their sights on the last rostrum position. Shortly thereafter, Pirovano had to bury his ambitions for a few hours as he crashed out of the race.

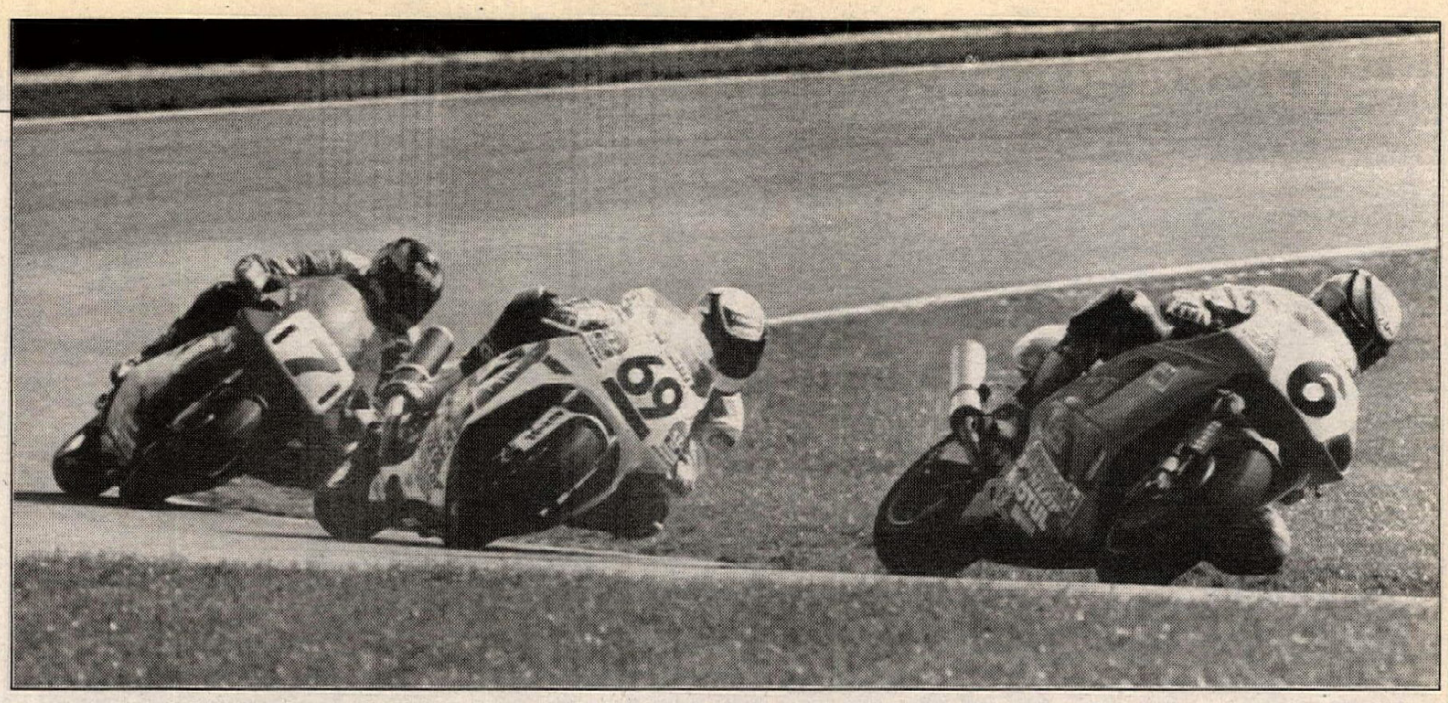
"What bad luck," the small Italian grumbled. "Everything went really well; I did not force anything, but when I came around a fast corner I noticed a tear-off just on the racing line. It was too late to react; the front wheel of my Yamaha hit the small plastic thing and down I went."

It would not prevent Pirovano's three colleagues from going on to bash some fairings in their fight for third place. Mertens, who led the trio for quite some time, got passed by his two adversaries in the penultimate corner, but still succeeded in taking his revenge on Whitham. Slight, however, stayed out of his grasp, even though the difference at the finish alone was only some two-tenths of a second. A few seconds before, Fogarty had earned his ninth victory of the season, his only being a minor one with a slipping anti-slip clutch. Russell had lost all hope of staying with the Brit when he ran into some problems at the halfway mark.

"From lap eight onward, the bike started to vibrate like hell," Russell said. "I wondered where it came from, and I slowed down a little. Two laps later, the problem hadn't intensified, and I picked up the pace again. After the race, my mechanics found out that the front tire I'd used was too soft; it had worn out too soon, which had caused severe imbalance."

Meanwhile, Piergiorgio Bontempi (on a wrongly geared Kawasaki) had been leading another group, much to the dissatisfaction of Terry Rymer and Merkel.

"Bontempi was riding like my grandmother in the corners," Rymer said.



Aaron Slight (6) leads Jamie Whitham (69) and Stephane Mertens (7); Slight and Mertens each had a third-place finish.

"We never got the chance to overtake him as his Kawasaki accelerates pretty well. It was so frustrating, that I didn't even bother in the last corner when I came alongside him. I thought, 'Why risk everything and crash after such a race?"

After a promising practice, Merkel finished a disappointing 11th on his Ducati, after having lost more and more places as the race went on. Nobles and Monti had abandoned the race, both due to pain from their injuries.

Race two

Half an hour before the start of the second race, the official Ducati teams decided to change tactics. Falappa had once again not come up to expectations in the first leg, and Merkel had not been able to mix it up with the front-runners. Mertens seemed to be the most appropriate choice to give some extra support to in order to try and stop Russell from finishing second. A minor operation in the electronic unit (by the chief mechanic of the Roche team) of the Mertens' Ducati (from the Tardozzi team) turned out to be quite beneficial in top speed. At least for a few laps.

When the riders hit the long back straight for the first time, the estimated 25,000 spectators couldn't believe their eyes: in only some two miles Fogarty had already opened up a sizeable gap, and he was followed by Mertens.

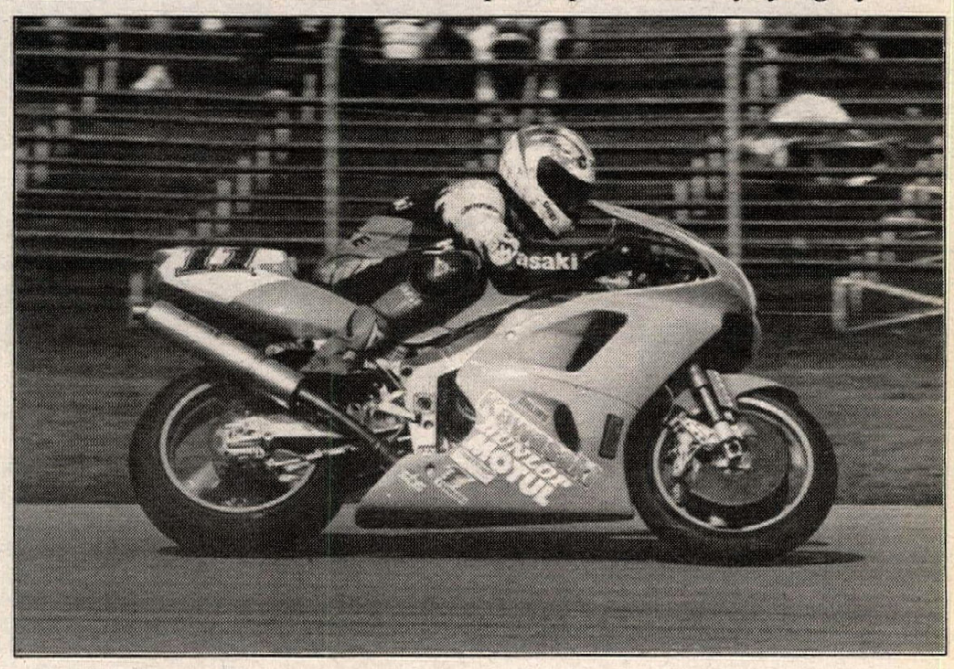
"When I looked back after a few corners, and I saw that Scott wasn't in my slipstream, I decided to have a go," Fogarty said. "I pushed really hard, hoping that Scott wouldn't get back too soon from what had apparently been a very poor start."

Fogarty's plan didn't succeed: after two laps, Russell got by Mertens, the Belgian spoilsport. But that didn't stop Fogarty from clicking off some more very fast lap times, until his lead was up to 10 seconds. From then on, the top three places were settled. Mertens shook off the attacks from Pirovano (still suffering from his first heat crash and riding his second bike, in which his mechanics had transferred the engine from the crashed bike) and Falappa. Slight and Whitham were further down, after they had lost Merkel, who retired with mechanical problems, and Rymer, who was lacking rear tire grip.

Pirovano, who was clearly getting the better of Falappa, suddenly looked set for a rostrum position as Mertens' Ducati started to emit some very ominous noises as the race drew to an end.

"After Scott (Russell) had passed me, I ran into some brake problems," the Belgian said later. "I had made the wrong decision to leave the caps for the carbon-fiber brakes on, and after a few laps, the calipers started to rub against the brake disc - that had become too hot. I slowed down a bit, and everything started to work well again. Then, in the last laps the engine started to misfire. Very strange, as this did not happen in the corners, but on the straights. I figure the mechanics did not have the time to adjust everything to the new chip they had built in. But there will be time for that in the next couple of weeks, before we go to Monza."

Scott Russell has seen his lead in the championship whittled away by Fogarty.



Still, it was the Belgian's best result since Brno, when he also made the rostrum after half of the leading men had fallen down. He joined winner Fogarty and Russell, who had to settle once again for a second place.

"The tires I used in this heat, didn't work well either," Russell said. "It's very sad, but still I haven't given up hope. We've brought a new engine with us from Japan. We don't know exactly what this will be, but we didn't have time to put it in the bike. But you can bet that we will know everything about it."

Nobles, who had gotten two pain-killing injections half an hour before the start, went well in the first half of the race, but then lost ground again late in the race as the effect of the shots wore off. He finished 23rd. CN

Results

QUALIFYING: 1. Carl Fogarty (2:06.20); 2. Giancarlo Falappa (2:06.66); 3. Scott Russell (2:06.68); 4. Aaron Slight (2:07.68); 5. Fred Merkel (2:08.32); 6. James Whitham (2:08.43); 7. Mauro Lucchiari (2:08.51); 8. Terry Rymer (2:08.77); 9. Fabrizio Pirovano (2:08.88); 10. Piergiorgio Bontempi (2:09.01); 11. Stephane Mertens (2:09.02); 12. Andreas Hoffmann (2:09.04); 13. Jeffry de Vries (2:09.30); 14. Christer Lindholm (2:09.39); 15. Brian Morrison (2:09.49); 16. Arpad Harmati (2:09.92); 17. Fabrizio Furlan (2:09.93); 18. Christian Lavieille (2:10.11); 19. Bernhard Schick (2:10.15); 20. Ernst Gschwender (2:10.17); 21. Alex Vieira (2:10.29); 22. Philippe Mouchet (2:10.46); 23. Marcel Kellenberger (2:10.69); 24. Mile Pajic (2:10.84); 25. Mauro Mastrelli (2:10.85); 26. Jean-Yves Mounier (2:10.85); 27. Dominique Sarron (2:10.90); 28. Udo Mark (2:11.00); 29. Aldeo Presciutti (2:11.11); 30. Roger Kellenberger (2:11.51); 31. Baldassare Monti (2:11.55); 32. Tripp Nobles (2:11.83); 33. John Barton (2:12.26); 34. Herbert Koeppel (2:12.42); 35. Hans Fischer (2:12.44); 36. Gerard van der Wal (2:12.46); 37. Marcel Ernst (2:12.71); 38. Jean-Marc Deletang (2:13.05); 39. Leo Planken (2:13.19); 40. Matt Llewellyn (2:13.80); 41. Richard Defago (2:14.57); 42. Urs Weder (2:14.60); 43. Anton Berghammer (2:15.80); 44. Joop Bosch (2:15.98); 45. Roberto Biagioli (2:16.50); 46. Juha Kyllonen (2:17.18); 47. Christy Rebuttini (2:17.97); 48. Henk van den Broek (2:19.48)

RACE ONE: 1. Carl Fogarty (Duc); 2. Scott Russell (Kaw); 3. Aaron Slight (Kaw); 4. Stephane Mertens (Duc); 5. James Whitham (Yam); 6. Piergiorgio Bontempi (Kaw); 7. Terry Rymer (Yam); 8. Andreas Hoffmann (Kaw); 9. Christer Lindholm (Yam); 10. Mauro Lucchiari (Duc); 11. Fred Merkel (Duc); 12. Jeffry de Vries (Yam); 13. Fabrizio Furlan (Kaw); 14. Christian Lavieille (Duc); 15. Ernst Gschwender (Kaw); 16. Arpad Harmati (Yam); 17. Mile Pajic (Kaw); 18. Udo Mark (Yam); 19. Jean-Yves Mounier (Yam); 20. Marcel Kellenberger (Kaw); 21. Aldeo Presciutti (Duc); 22. Hans Fischer (Duc); 23. Roger Kellenberger (Yam); 24. Mauro Mastrelli (Yam); 25. Gerard van der Wal (Yam); 26. Herbert Koeppel (Kaw)
Time: 33 min., 54.78 sec.
Distance: 16 laps, 60 miles.
Average speed: 106.164 mph
Margin of victory: 2.80 sec.
Fastest lap: Russell, 2:05.95/107.196 mph.

RACE TWO: 1. Carl Fogarty (Duc); 2. Scott Russell (Kaw); 3. Stephane Mertens (Duc); 4. Fabrizio Pirovano (Yam); 5. James Whitham (Yam); 6. Aaron Slight (Kaw); 7. Giancarlo Falappa (Duc); 8. Christer Lindholm (Yam); 9. Terry Rymer (Yam); 10. Piergiorgio Bontempi (Kaw); 11. Jeffry de Vries (Yam); 12. Andreas Hoffmann (Kaw); 13. Fabrizio Furlan (Kaw); 14. Mile Pajic (Kaw); 15. Alex Vieira (Yam); 16. Brian Morrison (Kaw); 17. Udo Mark (Yam); 18. Marcel Kellenberger (Kaw); 19. Roger Kellenberger (Yam); 20. Mauro Mastrelli (Yam); 21. Arpad Harmati (Yam); 22. Jean-Yves Mounier (Yam); 23. Tripp Nobles (Hon); 24. Marcel Ernst (Kaw); 25. Herbert Koeppel (Kaw)
Time: 34 minutes, 2.08 sec.
Distance: 16 laps, 60 miles.
Average speed: 105.785 mph.
Margin of victory: 6.41 sec.
Fastest lap: Carl Fogarty, 2:05.75/106.746 mph.

WORLD C'SHIP SB SERIES POINT STANDINGS (after 10 of 14 rounds): 1. Scott Russell (293.5); 2. Carl Fogarty (286.5); 3. Aaron Slight (221); 4. Fabrizio Pirovano (202); 5. Giancarlo Falappa (198); 6. Stephane Mertens (163); 7. Piergiorgio Bontempi (134.5); 8. Terry Rymer (95); 9. Mauro Lucchiari (84.5); 10. Fred Merkel (79.5); 11. Juan Garriga (71); 12. Christer Lindholm (68); 13. Jeffry de Vries (60.5); 14. James Whitham (43); 15. (TIE) Adrien Morillas, Fabrizio Furlan (40); 17. Keiichi Kitagawa (34); 18. Andreas Hoffmann (32); 19. Shoichi Tsukamoto (30); 20. Andreas Meklau (27.5).

OFF-ROAD AMA National Hare & Hound Championship Series: Round 6

The 140-rider pack roars off the start line and heads out onto the hot and dusty three-loop, 96-mile course.

Danny Hamel posted his sixth win in six races, coming one step closer to a perfect sweep.

Hamel bowls 'em over in Wendover

By Tom and Anne Van Beveren

WENDOVER, NV, SEPT. 11

With this year's National Hare & Hound Championship already sewn up, there was no need for Kawasaki's Danny Hamel to even make the 400-mile trip from his home near Las Vegas to Wendover to compete in the second-to-last round of the National series. But for the Kawasaki KX500 pilot who earned his third National title in a row with this year's five-wins-in-five-races record, the competition won't be over until he has raced all seven events and become the first rider ever to clean-sweep the desert series.

"My goal is to win all the Nationals - all seven in one year. Nobody's ever done that before and I don't know if it will ever be done again," said Hamel. "To do good in all the races, you've got to have a great bike and everything's got to go perfect. The competition's so stiff, any little thing at all will put you out."

Hamel's dream came one race closer to reality in round six's 96-mile sprint across northern Nevada. The Team Green hotshot was out in front at the end of the short, uphill bomb run and stayed there for nearly three hours. When the checkered flag fell, the 21-year-old desert star was eight minutes ahead of his nearest competitor and only one race away from his objective.

"I got the holeshot and basically had no problems all day," said Hamel. "I never fell down and the bike didn't miss a beat. Now all I need is one more win and I've reached my goal."

Round six of this year's seven-race series began just south of Wendover, a gambling town on the Nevada-Utah border, a two hour's drive west across the salt flats from Salt Lake City.

For the first time in the five years that it has hosted a National Hare & Hound, the sponsoring club opted to run the event on Saturday rather than Sunday. According to Larry Oliver, president of the Utah Desert Foxes, the change was designed to attract some of the Utah riders who do not race on Sundays, give out-of-state riders a more relaxed drive home, and help the club's small membership get an early start on cleaning up the course.

The 140 racers who lined up for the 9:30 a.m. start faced a dusty three-loop course and unusually high temperatures in an area that had been enjoying a cooler-than-usual summer in the weeks leading up to the race.

Hamel got the jump on the combined amateur/expert field when the banner dropped for the first time and was out in front as the racers powered up the silty bomb run. Utah's Jeff Lundgreen was in second as the bomb funneled into the first sweeping left-hand corner, but the rest of the field was obscured by a thick cloud of dust.

"I had a good start. I was right with Hamel, but towards the bomb everybody swarmed in together and it turned into a big dust cloud," said Larry Roeseler. "There were people everywhere and they were just berserk. I saw three or four people crash, so I backed off."

Despite slowing in the dust, Roeseler, who was piloting a Kawasaki KX250 in hopes of keeping Greg Zitterkopf's KTM out of the 250cc winner's circle for the fourth time in the series, was still way ahead of his quarter-liter class rival.

"I got a really bad start and got stuck in the dust," said Zitterkopf, who needed only a finish to clinch the 250cc Expert class title. "I got a good jump but I'm close to 200 pounds and the 250 just doesn't pull as well as the Open class bikes with me on it."

The 25-mile first loop circled to the west of the starting area. In an effort to keep speeds down and minimize injuries in the dusty, handlebar-to-handlebar racing off the start, the Desert Foxes had included some of the tightest, most technical terrain in the area.

"There's one section about 12 miles into it that's called the Choked Cherries," said Oliver. "There are some trials-type rocks that you have to bounce up on in first gear in the middle of some overgrown willow-type bushes."

But some of the racers did not make it past the first obstacle - a single-track, off-camber hill less than two miles off the start, that caused a bottleneck that delayed the second starting wave until 10 a.m.

"I hit a rock on the uphill and tripped trying to jump off the bike and it fell down the hill," said Lundgreen, who had to return to the pits after he burned his hand on the exhaust pipe during the fall. "It made me mad because I was running second behind Hamel."

Luckier racers like Over-30 Expert Curtis Dice used the uphill to make up for a bad start. "I was back a bit but everybody was stuck on the off-camber hill. I kind of hung it out on that and got around them, so I made up some time," said the KTM racer from Idaho.

The field continued to thin out as the racers battled the rocks, trees and tight turns of the first loop. Kawasaki's Dave Ondas blew a head gasket at the end of the first five miles and Ed Sorenson, riding with a head injury after he collided with a play rider the weekend before the race, dropped out soon after when he missed the course on a downhill.

"I got down in some ledges and couldn't get up for a while," said Sorenson, who had an outside shot at the 250cc crown if Zitterkopf did not finish in the last two rounds of the series. "I just had enough and came in."

The terrain in loop one even slowed Hamel to a crawl, and 47 minutes had elapsed before he cleared the wash at the end of the 25-mile section and sprinted down the dusty road to pit row. Todd Hoy flashed into the pits three minutes behind Hamel in second, and was back on the course in a matter of seconds despite a front flat.

"I decided to leave (the flat tire) on there because I was a few minutes up," said the KTM 550 pilot. "I knew the second loop was fast, so I thought I could pull it off."

Colorado racer Jim Gray had his KX500 in third at the end of the first loop, but he missed the home check and ended up fourth, behind Roeseler, by the time he doubled back to get his fender tape marked.

Fifth overall was in the hands of Brandon Gerber, who had canceled the retirement he announced in March to ride a factory-supported ATK.

"I haven't raced since the end of March, so I just want to finish this," said ATK 605-mounted Gerber, who was racing on a four-stroke for the first time. "I've been trail riding on a four-stroke before but that's about it. That's why I say I'm only looking for a finish today."

Destry Abbott, who was hoping to shake a jinx that has seen him DNF each of the four rounds of the National Hare & Hound Series he entered this year, had his KTM 300 in sixth overall. Seventh place was held by Over-30 Expert Kerry Lynn, who had a slim lead over Vet class rival Curtis Dice in eighth. Sam Taylor and Over-40 series leader Bill Maxim rounded out the top 10.

Zitterkopf's slow bomb run had him stuck in the dust in 14th overall and 125cc class points leader Jeff Capt, who like Zitterkopf needed only a finish in either of the last two rounds to take his third class title in a row, was 16th.

"It was long drive up here but this way I've got two races to get the finish I need," said Capt. "I wanted to play it safe and not leave it all on the one last race, even though that one's a lot closer to home."

The terrain opened up in the second loop and the racers were hard on the gas for the high-speed washes and roads that made up the 28-mile southerly section.

"The second loop was crazy, I thought," said Gray. "It was a little bit too fast for my liking; roads as fast as you could go."

Hamel was still enjoying dust-free conditions at the front of the pack and his lead got larger and larger as the loop progressed. Back in second, Hoy's flat tire started to take its toll and Roeseler, Gerber and Abbott all charged past, leaving the KTM racer struggling in their dust.

"Leaving the flat on was the wrong decision," said Hoy. "I came in after the second loop and changed it, but it took a long time and I never got back in the groove of things. I ended up out for a joy ride."

Despite taking over second, Roeseler found it impossible to close the gap on Hamel and the top two bikes were six minutes apart when they entered pit row for the second time.

"I had to bide my time and follow in the dust in the first loop and by the time I passed Hoy on the second loop, I couldn't even see (Hamel's) dust," said Roeseler.

Gerber and Gray dashed into the pits a minute behind Roeseler, with Abbott in fifth and Hoy nursing his front flat in sixth. Dice took advantage of loop two's fast terrain and grabbed the Over-30 lead from Lynn in seventh overall and Zitterkopf leap-frogged six places forward into eighth.

The 43-mile third loop headed north and west of the pits and combined demanding technical terrain with bursts of speed and the heat of the midday sun.

At the head of the Over-40 pack, Maxim had some off-the-bike incidents in the tree-lined section of the loop.

"Every time I hit a tree, the hand guard would come back and put the brake on," said Maxim. "I think I fell less than a dozen times, but I'm not sure."

Abbott also spent some time off the bike when his jinx came back after two loops of flawless riding.

"I just couldn't ride in the last loop. I went down three times. I dinged up my pipe - there's a big hole in it and it would hardly run, and I think I must have got lost but I have no idea where it happened," said Abbott.

Vet Expert Jeff Boyd found his challenge on the rocky uphills - "loose stuff with some big boulders thrown in to make it interesting," while Corky Maughan, who had been as high as 10th in loop two, had his work cut out just making it to the finish line.

"I got sick - a little heat exhaustion or something," said the Suzuki RM250 pilot. "I thought I was going to die. I stopped at a couple of checkpoints and got some water, but I didn't think I was going to make it. I've never felt like that before."

Zitterkopf hit the wall midway through the final loop and decided to sacrifice a high overall finish for a slow and steady pace that guaranteed he would reach the end of the race and take his first National Hare & Hound class title. Gerber hit a similar wall 10 miles from the finish.

"I was so tired I gave out," said Gerber, who waved Gray by into third. "I couldn't hold on so there was no sense in holding him back."

While the rest of the racers struggled, Hamel's only problem was one missed corner.

"I got lost for a second when I overshot a turn," said Hamel. "It was my fault. The corner was marked fine and I just didn't see it."

The bobble did not make a dent in the champion's runaway lead and he was eight minutes ahead of Roeseler when the checkered flag fell on his sixth overall win of the series.

"It was a long, tough race and that makes a good National," said Hamel. "They put in some really good first gear stuff through the trees and the rocky canyons and then they would let us relax on the roads. It was excellent."

Roeseler, whose right eye was badly bruised and swollen after being hit by a rock at the Mammoth MX two days earlier, enjoyed the course nearly as much as Hamel.

"It was a good course and my ride went pretty well, too. My only problems were the dust and the start," said Roeseler. "No crashes, the 250 ran great and I had a good time."

Jim Gray continued his steady ride all the way to the checkers, finishing just over a minute behind Roeseler in third overall. He reported an almost trouble-free ride.

Continued on page 27

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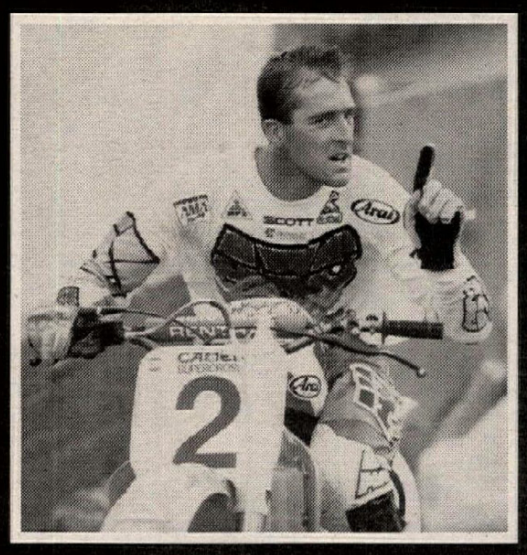

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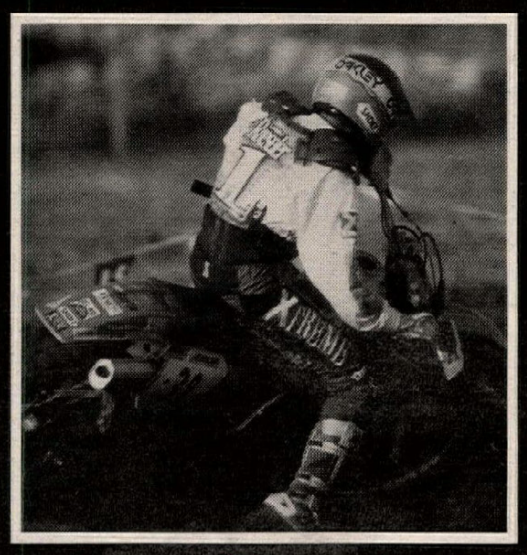

Larry Roeseler

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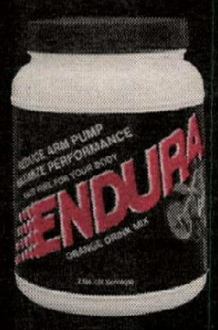

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MOTOCROSS 26th Annual Mammoth Mountain MX

Ryan Hughes showed his competitors his backside as he raced to the wins in the 125 and 500cc Expert classes. Hughes also finished third in the 250cc Expert class.

Ty Davis thrilled the spectators that lined the track en route to the 250cc Expert class win. Davis also won both Open Pro Four-Stroke class motos.

Hughes, Davis share High Sierra honors

By Donn Maeda

MAMMOTH LAKES, CA, SEPT. 9-12

Snow may have postponed the 26th annual running of the Mammoth Mountain MX, but the racing action was as hot and heavy as ever. And after four action-packed days of racing, it was Ryan Hughes and Ty Davis who led a green-bike sweep of the top classes at what is perhaps the "greenest" track in the country - the mile-long course that winds through the pine trees in the Sherwin Creek area of the Sierra Nevada Mountains.

Hughes, who finished ninth in the recently concluded National Championship 125cc MX Series as a member of Team Kawasaki, raced to the wins in the 125 and 500cc Expert classes, while motocrosser-turned off-roader Davis returned to his roots and romped home the winner in the 250cc and Open Four-Stroke Expert classes aboard his Kawasaki Team Green-backed machines. Davis' win in the Four-Stroke Expert class came during the Sound of Thunder Four-Stroke Series finale.

Normally held in late June, the 26th running of the popular event was delayed because of unexpectedly high snow levels that lasted well into July.

"The track was still under about 10 feet of snow in June," said event director Debbie Chapman. "This year's entries are down by about 300, but that's to be expected when there's a date change like this. A lot of kids are already in school, and many families have already taken their summer vacations."

This year, 1041 anxious entrants filled the four-day program. Vets and Seniors competed on Thursday; 500s, Minis, Women and Four-Strokes on Friday; 125s on Saturday; and 250s on Sunday. For the first time, a supercross-style race format was incorporated. In classes that had a large number of entries and multiple divisions, two motos were run in each division in order to narrow the field down to a 38-rider main event. The first moto served as a "heat race," with the top finishers transferring directly to the main, while those who didn't fare well in the first go-round competed in the "semi," or moto two. The top finishers in moto two filled out the final positions in the main event, while the rest were sent back to the pits to watch.

In classes that didn't have an abundance of entries, a traditional two-moto format was used. Surprisingly, the Vet Expert and 500cc Expert classes weren't full enough to require a main event.

Hughes kicked off his weekend on Friday with a win in the Open Expert class. Although he didn't win either of the 10-lap motos, the Kawasaki/Answer/Bell/Asics/Scott/Renthal/MXA/Factory Effex/Gaerne/Motul/Acerbis/Bridgestone-backed rider finished second in both motos and was rewarded for his consistency with the overall win.

Team Honda's Steve Lamson ripped off the line with the holeshot in the opening moto, but on lap one encountered what would be the start of a string of bad luck that would haunt him throughout the weekend.

"I just lost the front end in an off-camber turn," said Lamson. "I didn't even see it coming."

While Lamson scrambled to remount, Davis, Fox Racing's Mike Healey and Big Valley Honda's Chris Barker chugged past. Hughes started poorly, but gained momentum as the moto wore on.

Once into the lead, Davis seized his opportunity and put his familiarity of the course to good use. Davis extended his lead to eight seconds at the finish, and was never seriously challenged throughout the race. Healey ran second for most of the moto, but Hughes ran him down in the closing stages and greeted the checkered flag in second. Healey finished a close third, while Barker held on for a distant fourth. After remounting, Lamson charged back towards the front of the pack but dropped out near the halfway point with a broken front wheel.

Moto two saw Rex Staten grab the holeshot with Jimmy Lavorci, Tyler Hummel and Healey in tow. Healey took over on the first lap while Lamson and Hughes began to work their way towards the front after so-so starts. Lamson worked through traffic quickly, and by lap four had closed to Healey's rear fender. Lamson made the pass out of sight in the "Backwoods" section of the track, and once in front pulled away with a commanding win.

"I wanted to prove a point after the first moto," said Lamson.

Healey ran second for most of the race and looked to be on his way to the overall win, but once again, Hughes ran him down and made the pass on the final lap. In finishing second, Hughes nabbed the overall win over Healey and Ray Crumb, who turned in 6-7 moto finishes.

"I just stayed smooth in both races," said Hughes. "I didn't get great starts in either moto, but I just let everything sort out before I started charging. It's too bad there's no more 500cc Nationals, I like riding these things."

First-moto winner Davis ran as high as fourth in the second moto, but dropped out with a blown motor in the closing stages. Teen-sensation Robbie Reynard finished fourth in the second moto aboard a 300cc-kitted Kawasaki KX250, but carded a DNF in the first moto when his motor locked up.

Hughes carried his momentum into Saturday's 125cc Expert class final. Hughes and Lamson topped the two 10-lap qualifiers, and no one was surprised when it was the same pair who jumped into the top two spots at the start of the 35-minute-plus-one-lap final. Lamson led Hughes, Reynard, Huffman and Davis up and down the famous Mammoth start and downhill, and with that the top five positions were basically set.

Lamson opened up an immediate lead over Hughes, who had his hands full with a hard-charging Reynard and Huffman, while Davis ran alone in fifth. At one point, Lamson enjoyed a five-second advantage over Hughes, but a few slips cost the factory rider dearly in the closing stages.

"I just missed a couple of lines and that allowed them to close the gap," said Lamson. "I was feeling good out front, but in the 125 class a few small slipups can cost you a lot."

Hughes broke away from the Reynard/Huffman battle over third and closed to Lamson's rear fender by lap 11 of what would be a 16-lap moto, but lapped riders would play a major factor in the outcome of the race. Lamson encountered a particularly stubborn lapper on the 14th lap, and after yelling at the immovable rider for five turns, Lamson attempted to jump past him on the inside line of a turn/jump section.

"Everyone was moving over pretty quickly, but when I caught up to this one guy he just wouldn't move," said a disgusted Lamson. "I finally jumped to the inside of him but he moved over on me and I crashed."

Hughes said, "Thank you," and zipped into the lead and on to the win, while Lamson remounted only after the Huffman and Reynard motored past as well. Huffman had stalked Reynard for half of the moto and passed the youngster with relative ease in the back section of the course. Reynard had no answer and seemed to settle into position. At the checkered flag, Hughes enjoyed a three-second lead over Huffman, who in turn led Reynard by four seconds. Lamson cruised home a distant fourth, well ahead of Davis.

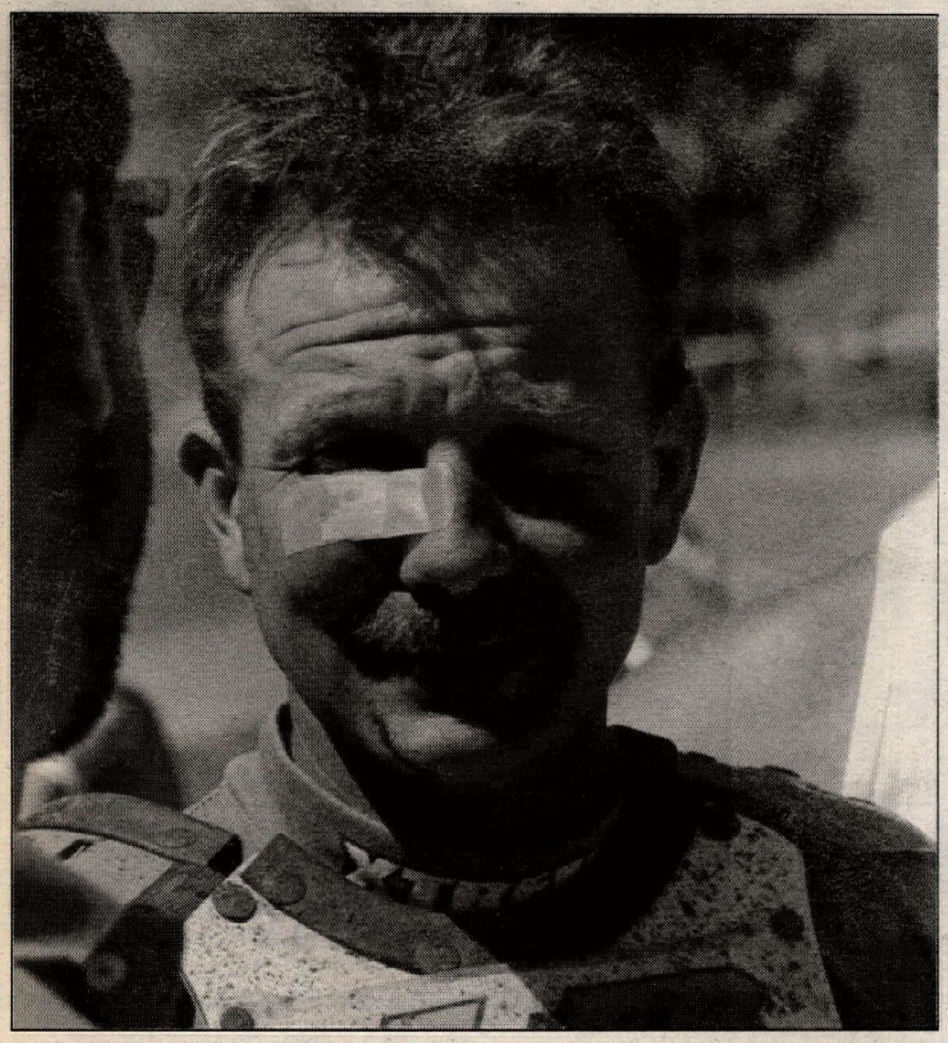
"I was just trying to get my lines dialed in at first," said Hughes. "I started to charge from about the halfway point, and that's when I caught Steve. Then a lapper got in his way, but it wasn't his fault and it wasn't Steve's fault. There weren't any flaggers back there to get the lappers out of our way."

Hughes looked to again carry his momentum into the following day, as he and Reynard easily topped the two qualifying motos. At the drop of the gate in the final, though, it was Davis who ripped off the line aboard his Kawasaki Team Green/Xtreme/Shoei/Varner/Sidi/Acerbis/Smith/Endura/Dunlop/LR Enterprises-backed Kawasaki and led the field around the track. Former 125cc National Champion

Timmy Staufenbeil (15) couldn't hold off winner Kevin Windham (38) in the 125 and 250cc Intermediate classes. Staufenbeil was third.

Rex Staten (1) holeshot and easily won both Vet Expert class motos. Willy Musgrave (partially hidden), Johnny O'Mara (9) and Larry Roeseler (19) gave chase.

MOTOCROSS 26th Annual Mammoth Mountain MX



Off-roader Larry Roeseler ran up front in the opening 500cc Expert moto, but pulled off the track when a rock struck him in the face and his right eye swelled shut.

Terry Fowler (12), Roeseler (23) and Gordon Ward (21) diced in the Four-Stroke race.

Ron Lechien gated second aboard a JT USA-backed Kawasaki, with Lamson, Mike Craig, Huffman, Reynard and Hughes in hot pursuit.

When the field began lap two, Reynard was mired midpack. "I started pretty good, but Ryno (Hughes) stuffed me off the track in the back section and I had to play catch up," said Reynard.

Davis opened up an immediate lead that he would never relinquish, while Lamson found a way past Lechien on lap two.

"I've always liked this track and I have a lot of fun racing up here," said Lechien, who hasn't competed in a major event since the 1992 Orlando Supercross Series opener. "I still ride quite a bit."

Once into second, Lamson was able to close in on Davis in the tighter, more-technical sections of the course, but would lose any ground gained on the faster parts.

"Davis' bike was really fast, and I was riding a bone-stock '94," said Lamson. "I didn't even get it until Friday night and we didn't have a lot of time to get it dialed in. I'm not taking anything away from Ty, though, he rode great."

Davis did have a scary moment early in the race, though it didn't really cost him much time. As he raced through a flat, right-hander, Davis nearly lost his front end and in order to keep from crashing, rode up onto the fence lining the track.

"Yeah, that was pretty wild," said Davis. "It just started to push, and the next thing I knew, I was up on the fence."

Davis recovered quickly and continued to ride comfortably ahead of Lamson, while Hughes took over third and rode equally unchallenged.

"I got into third and started to catch Lamson, but I washed out the front end in the back section and backed off," said Hughes. "We'd been having trouble with the front end all week long."

After being passed by Lamson and Hughes, Lechien settled into fourth and fought off the late-race charges of Reynard, who had recovered from his first-lap encounter with Hughes and made a credible charge through the pack. Reynard challenged Lechien repeatedly, but dropped off the pace in the final two laps.

"I got a flat rear tire," said Reynard. "I had a lot of trouble getting past Butch Smith - he was blocking me all over the place and I finally had to stuff him. After that I caught up pretty easily, but then I got a flat."

At the finish, it was Davis who crossed the finish line with a small lead over Lamson. Hughes was alone in third, while Lechien and Reynard rounded out the top five.

"It feels great to return to motocross and beat these top guys," said Davis. "Everyone thinks that once you start riding off-road you get slower, but I think I proved them wrong today."

Davis' victory in the 250cc Expert class may have been his sweetest, but it wasn't his only win of the weekend. Davis also topped both motos of the final round of the Maxxis Tires/Cellular One Sound of Thunder Series, held in conjunction with Friday's race program.

Davis ripped off the line aboard his Kawasaki KLX650 in the first eight-lap moto and was never seriously challenged. Terry Fowler, Gordon Ward and defending series champion Mike Young trailed Davis on the opening lap, but by the completion of lap two Davis enjoyed a 10-second lead. Young worked past Ward and Fowler for second, but coasted to a stop with a blown motor. At the checkered flag, it was Davis well ahead of Fowler, Ward and Larry Roeseler.

Moto two was a repeat of the first, as Davis smoked off the line and flat-out spanked the competition. Young gated second and held that position to the finish, but was unable to match the pace set by Davis. Fowler finished five seconds behind Young, but well ahead of KTM's Greg Zitterkopf.

"This championship means a lot to me," said KTM USA/FMF/Duralube/Dunlop/O'Neal/Bieffe/Smith/EK/White Bros./Acerbis/IMS/100%/PEP/GP Stabilizers-sponsored Zitterkopf. "I've won it a couple of times before, but I think that since I'm getting older, this one means the most."

Fowler was second overall ahead of Ward, who finished fifth in moto two, but the big winner was Zitterkopf. In finishing fourth overall with 6-4 moto scores, Zitterkopf captured the series championship and will carry the number one plate in next year's series.

Rex Staten trounced the Vet Expert field in both 10-lap motos aboard his purple and green, Xtreme/Varner/FMF/WOR/KOR/Endura/MMF/Shoei-backed Kawasaki KX500. Staten grabbed the holeshot in both motos and ran away to a pair of devastating wins.

"I just rode as hard as I had to," said the ageless Staten. "Last year I won the final but I was DQ'ed in one of my heats, so it was nice to win again today."

Honda-mounted Willy Musgrave came out on top of a wild battle with Marty Smith, Jeff Watts and former Honda, Suzuki and Kawasaki factory rider Johnny O'Mara in the first moto, but in moto two, O'Mara took runner-up honors ahead of Musgrave, Watts and Brad McCleod.

Kawasaki Team Green's Kevin Windham was the cream of the crop in the 125 and 250cc Intermediate classes, and the AXO/Pro-Circuit/Scott/Hammerhead Graphics/Dunlop/rider ran away with the wins in both finals.

In the 125cc Intermediate final, Windham scored a come-from-behind win over Robbie Skaggs and early leader Tim Staufenbeil, but posted a start-to-finish win in the 250cc Intermediate final over Casey Johnson and Stufenbeil.

"I thought Casey Johnson would give me more trouble," said Windham. "But in the 125 class he crashed a bunch, and in the 250s I was just faster. In both races I tried pretty hard for the first half of the race, then backed off once I got a good lead."

Dee Ann Wood was the queen of the Women's Expert class, as she posted 1-2 moto finishes and earned the overall win. Wood ran away with the win in the first moto, besting Cindy Cole, Kristy Shealy, Corina Chinen and Tiffany Greenwood. Greenwood ran strong in the early going, but a multitude of crashes kept her out of the lead pack.

Greenwood returned with a vengeance in moto two and turned in a start-to-finish win. Wood moved into second early on, but could do little to reel in the speedy Greenwood. Wood's 1-2 finishes were good enough for the overall win, while Cole's 2-3 finishes edged Greenwood's 5-1 for second overall.

Yamaha-mounted Joe Ryan nabbed the win in the 125cc Junior class, nipping early leader Scott Davis on the next-to-last lap. Phil Richmond, Jason Fields and Bruce Maynor rounded out the top five at a distance.

Suzuki's Charley Bogard sped to a pair of convincing moto wins in the Mini Expert class. Lanny Turner combined a first-moto fifth with a strong second in the final moto to earn second overall, while Ryan Clark finished third with 4-3 performances. CN

Results

MINI JR: 1. Brett Racine (Kaw); 2. Jesse Ketcham (Suz); 3. Billy Payne (Kaw); 4. Justin Scullen (Kaw); 5. Aaron Baker (Yam).

MINI INT: 1. Jiri Dostal (Suz); 2. Jeff Northrop (Suz); 3. Jimmy Varis (Suz); 4. Robby Couse (Kaw); 5. Scott Conley (Kaw).

MINI EX: 1. Charley Bogard (Suz); 2. Lanny Turner (Suz); 3. Ryan Clark (Kaw); 4. Doug Parsons (Suz); 5. Andy Harington (Suz).

WMN AM: 1. Ashley Keefer (Yam); 2. Diana Jasperson (Kaw); 3. Alicia Stirling (Yam); 4. Stacy Bremner (Yam); 5. Shelby Spresser (Hon).

WMN EX: 1. Jodi Hollow (Suz); 2. Debbie Abrogast (Kaw); 3. Erin Donnelly (Kaw).

WMN PRO: 1. Dee Wood (Kaw); 2. Cynthia Cole (Hon); 3. Tiffany Greenwood (Kaw); 4. Kristy Shealy (Kaw); 5. Corina Chinen (Kaw).

125 JR: 1. Joe Ryan (Yam); 2. Scott Davis (Kaw); 3. Phil Richmond (Kaw); 4. Jason Fields (Yam); 5. Bruce Maynor (Suz).

125 INT: 1. Kevin Windham (Kaw); 2. Robbie Skags (Kaw); 3. Timmy Staufenbeil (Suz); 4. Tyler King (Kaw); 5. Travis Preston (Kaw).

125 EX: 1. Ryan Hughes (Kaw); 2. Damon Huffman (Suz); 3. Robbie Reynard (Kaw); 4. Steve Lamson (Hon); 5. Ty Davis (Kaw).

250 JR: 1. Shaun Fortier (Hon); 2. Andy Anaya (Suz); 3. Jason Fields (Yam); 4. D.L. Wood (Kaw); 5. Geoffrey Woods (KTM).

250 INT: 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Timmy Staufenbeil (Suz); 4. Justin Tierney (Hon); 5. Keith Mayes (Kaw).

250 EX: 1. Ty Davis (Kaw); 2. Steve Lamson (Hon); 3. Ryan Hughes (Kaw); 4. Ron Lechein (Kaw); 5. Robbie Reynard (Kaw).

500 JR: 1. Derek Gainer (Hon); 2. Alan Kadlec (Hon); 3. Mark Duval (Hon); 4. Derrick Paiement (Hon); 5. Geoffrey Woods (KTM).

500 INT: 1. Glenn Commans (Kaw); 2. Keith Mayes (Kaw); 3. Tom Engel (Hon); 4. Tim Staufen Beil (ATK); 5. Chris Murphy (Hon).

500 EX: 1. Ryan Hughes (Kaw); 2. Mike Healey (Hon); 3. Ray Crumb (Kaw); 4. Rex Staten (Kaw); 5. Anthony Amaradio (Kaw).

VET SR: 1. Ken Ratzloff (Hon); 2. Tom White (Hon); 3. Randy Lewis (KTM); 4. Danny Sanchez (Hon); 5. Terry Davis (Kaw).

VET JR: 1. Rodney Morrison (Suz); 2. John Whelchel (Hon); 3. Robert Bang (Kaw); 4. Mark Sirota (HoN); 5. Dan Castro (Yam).

VET INT: 1. Rod Richardson (Yam); 2. Jon Zahrt (Yam); 3. Fritz Schlegel (Yam); 4. Tom Engel (Hon); 5. Willie Miller (Hon).

VET EX: 1. Rex Staten (Kaw); 2. Willy Musgrave (Hon); 3. Johnny O'Mara (Hon); 4. Jeff Watts (Kaw); 5. Marty Smith (Kaw).

4-STK: 1. Ty Davis (Kaw); 2. Terry Fowler (Hus); 3. Gordon Ward (ATK); 4. Greg Zitterkopf (KTM); 5. Larry Roeseler (Kaw).

SOUND OF THUNDER SERIES FINAL POINT STANDINGS: 1. Greg Zitterkopf (248); 2. Gordon Ward (228); 3. Terry Folwer (224); 4. Willy Musgrave (175); 5. Mike Young (155); 6. Steve Drew (141); 7. Brett Bierek (140); 8. Willie Surratt (121); 9. Ty Davis (100); 10. Tim Telford (98).

Continued from page 23

"Except for missing the check at the end of loop one, I had no problems whatsoever," said Gray. "I really liked all the tight stuff on the first loop and the last loop was excellent, too. The club did a really good job organizing and marking the course."

Fourth-placed Gerber wanted a few more markings out on the course.

"The arrows needed to be just a bit better. I got lost three times on the first loop," said Gerber. "The four-stroke has a good motor and it runs good for me, but the suspension is stock and that was a mistake. It beat me silly."

Aron Huntington catapulted up through the pack in the final loop and dashed in hard on Gerber's heels to take fifth overall and second in the 250cc division.

"There was some confusion at a check about half way through the last loop. I think some people went down a wrong road because I got by a few people there," said Huntington.

A tired, battered Abbott reached the first finish line of his ill-fated series in sixth, just ahead of Curtis Dice, who took the Over-30 honors in seventh, three places ahead of race-long rival Kerry Lynn.

"It went good but it sure got hot out there. The last 30 miles, I just wanted it to end," said Dice. "It was so slick, it was like riding on ice but it was fun, and hopefully today bumped me into the (Over-30 Class) series lead. I was in second place coming in today."

There were no maybes for KTM250 pilot Greg Zitterkopf, who earned his first Hare and Hound title when he crossed the line in eighth, or YZ125 racer Jeff Capt, who took his class title for the third time in ninth overall.

"This was my first year for the Hare & Hound Championship Series and it's been a lot of fun," said KTM-backed Zitterkopf. "Meeting all the different people has been really exciting and the way different clubs mark the courses has been kind of a challenge for me because I don't have the desert experience. It's been great."

Capt described his journey to victory in the 125cc division as pretty uneventful.

"It was really slippery out there - I was sliding all over the place and I didn't know whether I had the right tires, but I just took it easy and rode to finish," said Capt. "Everything went well."

Bill Maxim took his fifth Over-40 National title in a row when he crossed the finish in 12th overall.

"I got a good start but once I got passed I ate a lot of dust. I just couldn't get out of it," said Maxim. "The course was pretty beat up; the same old course we see every year. It wasn't any fun for me." CN

Unofficial Results

O/A: 1. Danny Hamel (Kaw); 2. Larry Roeseler (Kaw); 3. Jim Gray (Kaw); 4. Brandon Gerber (ATK); 5. Aron Huntington (Kaw); 6. Destry Abbott (KTM); 7. Curtis Dice (KTM); 8. Greg Zitterkopf (KTM); 9. Jeff Capt (Yam); 10. Kerry Lynn (Kaw); 11. Brian Ellingson; 12. Bill Maxim (Kaw); 13. Chance Maughan (Suz); 14. Todd Hoy (KTM); 15. Jeff Boyd (Yam); 16. Vince Lucero (Hon); 17. Kevin Bogue; 18. Rob Flagler (KTM); 19. Jarrod Wheeler (KTM); 20. Scott Meyer; 21. Eric Searle (Hon); 22. Charlie Spellman (Kaw); 23. Corky Maughan (Suz); 24. Greg Herweg (KTM); 25. Brad Johnson (KTM).

OPEN EX: 1. Danny Hamel (Kaw); 2. Jim Gray (Kaw); 3. Destry Abbott (KTM).

250 EX: 1. Larry Roeseler (Kaw); 2. Aron Huntington (Kaw); 3. Greg Zitterkopf (KTM).

125 EX: 1. Jeff Capt (Yam).

4-STK EX: 1. Brandon Gerber (ATK); 2. Scott Meyer.

30+ EX: 1. Curtis Dice (KTM); 2. Kerry Lynn (Kaw); 3. Jeff Boyd (Yam).

40+ EX: 1. Bill Maxim (Kaw); 2. Charlie Spellman (Kaw).

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HILLCLIMB AMA National Championship Hillclimb Series: Round 6

Paul Pinsonnault (left) and Tom Reiser (right) were the winners at the Bushkill Hillclimb.

Robert Castledine took an unscheduled trip into the trees at the 375-foot mark.

Workers were kept busy pulling riders and machines off of the hill all day.

Reiser, Pinsonnault fly at Bushkill

By Jay Herndon

FREEMANSBURG, PA, SEPT. 12

Tom Reiser's relentless pursuit of the 800cc National Championship took another step forward when he won yet another round with a thundering assault on the Bushkill Motorcycle Club's 500-foot hill, and Paul Pinnsonault kept his title hopes alive in the 540cc class by ripping to the win in the smaller-displacement class and closing withing one-point of series point leader Scott Everett.

Once again, the notoriously difficult hill showed no mercy to the 32 competitors, much to the delight of the estimated crowd of 4000. A six-week break in the series allowed riders and teams to prepare their equipment for their attack on the hill, known as the most challenging of the circuit.

Climbers were faced with a large kicker and three large jumps before the degree of slope climbed from a gentle incline, to an estimated 68-degree angle. The last 100 feet of the course was extremely narrow, making for an even greater challenge at the top.

John Hislop drew the first starting position in the 540cc class through the standard lottery system. "The hill starts off at a 25-degree angle at the bottom with a little jump put in that puts you maybe four or five feet in the air," explained Hislop before his run. "Then the first jump is also going to put you high in the air 'cause you'll be gaining a lot of speed coming up to that point. There's a ledge on the second jump and you have to keep on it - that's all there is to it because if you back off that you're gonna get a little squirrelly and never get enough run at the next jump. It's just a matter of hanging on and not getting into a rut and getting sideways. Overall the hill looks good, but it's not as wide as we like to see 'em."

Hislop brought his BSA to the starting box and left the line with a slow start. As he left the box, he had troubles with his engine and experienced subsequent traction problems that ended his first climb at the 280-foot mark. Hislop's second climb didn't come together any better, and he fell short at the 310-foot marker. Hislop finished a disappointing 16th.

As the 540cc class turned in their first attempts, Pinsonnault climbed aboard his Honda and scorched the hill with a 10.8357-second run. During his run, Pinsonnault displayed an extremely technical riding style and was quite pleased with his time, and elected to let the ride stand and not use his optional second climb. Pinsonnault's strategy proved effective as his time would not be topped. He pocketed the win, and closed the gap to just a single point behind series points leader Scott Everett, who finished a disappointing ninth.

Alan Hoskins powered his Honda up the hill with his typical zest. Hoskins' first climb was straight and uneventful, with the exception of the second jump, where he got a little crossed-up and had to correct the bike's path with some body language and throttle adjustments. He completed the climb with a time of 14.7968. His second blast out of the box proved more effective, as he turned in a time of 12.5802, good enough for third in the 540cc class.

"Hey, the hill can be a little scary, but I like this hill," said Hoskins. "I got crossed up, but I landed okay and we grabbed us a third. It was fun!"

As the day continued, nine riders in the 540cc class fell short of the timing lights, unable to complete their first attempts. Seven riders fell short the second round.

Canadian Ted Wilkins put his Rotax in the box and hammered off the line. The bike screamed up the hill and Wilkins kept the throttle on, looking as if he was fired from an archer's bow. Wilkins landed straight after each jump and continued to scream on up. His time was 12.0010, and his second run was nearly identical, but two-tenths of a second slower. The first climb secured a second-place finish for Wilkins.

"We still don't have the springs set up right for this hill, but it was still a good day," said Wilkins.

Upon the completion of the 540cc class runs, the 800cc class displayed their power, but had their share of problems as well. Robert Castledine of the USA Team faltered twice. Castledine's first attempt began thunderous and fast as he started shallow in the box, setting his Harley-Davidson about five feet forward of the usual starting position. Castledine's launch and climb looked fast and uneventful until the second jump, where he came off the back of the bike as he launched left into the trees and out of bounds at the 375-foot mark.

Castledine's second attempt again started by staging the Harley close to the lights. His second climb was the same, with a hard launch and exit out of the box, but ended even earlier, at the 245-foot mark. Castledine slammed into a buried boulder with his hip as he and his Harley slid off into the foliage on the left side of the hill. Rescue teams went to work to bring Castledine down off the hill on a stretcher, as he was experiencing pain in his right hip and took a trip to the local hospital.

Red Team member Lou Gerencer Jr. brought his Harley to the starting box for his first attempt and started his climb in what appeared to be a slow run. The execution was flawless and deceivingly

fast. As his speed built up, Gerencer got a kick out of the second jump and landed straight before hammering the throttle up the hill with a fabulous rooster tail following him through the lights. Gerencer Jr. recorded a time of 11.0927.

Tom Reiser started his day with a fast launch that got out of hand when his Harley landed out of shape coming off the first jump. Reiser fought to gain control of his bike while keeping the throttle on, and finally exited to the left side of the hill, just missing a hill worker at the 250-foot mark. Reiser returned later and set his Harley far on the right in the box, out away from the series of grooves already cut into the hill by previous riders. The sprint up the hill for Reiser got faster and faster as he worked the jumps and thundered through the lights with a 10.1007 time log to pocket another win for the USA Team.

"The second actual ride was like, 'Boy I made that one,' and then the next one, and then it was like, 'Wow,' and then I made the next one and said, 'The hell with it, let's go for it!' That's how that went," said Reiser. "Randy, my teammate, warned me that if I made it to the last jump, it had some serious holes up there. He said to be careful, so when I got there and looked over the handle bars I just said, 'The hell with it, let's go for it.'"

Tim Frazier, multi-time champion in the 540cc class, has been unable to come up with reliable equipment since switching to the 800cc division this year. At this round he used a new frame in an attempt at keeping his fading championship hopes alive. Frazier's launch on his first attempt was hard and fast, but the BSA developed a pop and quickly came apart at the 185-foot mark. Frazier's teammate, Scott Everett, provided his spare Triumph for Frazier's second climb. Frazier started the run conservatively, but quickly turned the climb into a fast and flawless ride that stopped the clocks at 11.0139. This established Frazier's place in the number-two position.

"I thought I was doing good until the cylinder broke, but then I came back and my teammate offered me his 500cc Triumph back-up bike," said Frazier. "I didn't know what to expect, and I wasn't going to ride it because I thought I couldn't do that good on it. But things worked out and it ran good. I came off the line a little slow and that was because I didn't know what to expect. But after I hit the hill and let it go I stayed up on it so I wouldn't flip over and kept on it.

After Reiser and Frazier beat out Gerencer Jr.'s time that he had earlier elected to let stand, Gerencer decided to use his optional second climb and try to recapture the lead. Gerencer's second attempt started well, but he came off the third jump out of shape and finished slowly. Not able to improve on Reiser or Frazier's times, Gerencer Jr. had to settle for third.

"It was a rough hill today, but I think some of the guys expected that when they got here," said event referee Harold White. "That second jump seems to be starting to undercut somewhat, and was beginning to groove. Some riders had a tendency to kick the back wheel over, so unfortunately we had a couple guys injured. It was a rough day, but as usual the winners did a super job." CN

Results

540: 1. Paul Pinsonnault (Hon); 2. Ted Wilkins (Rtx); 3. Alan Hoskins (Hon); 4. Paul Garrety (BSA); 5. Paul Lowe (Kaw); 6. James Zuco (Kaw); 7. Michael Debusk (BSA); 8. Michael Pulver (Kaw); 9. Scott Everett (Tri); 10. Steven Partick (Yam).

800: 1. Tom Reiser (H-D); 2. Tim Frazier (Tri); 3. Lou Gerencer Jr. (H-D); 4. Gary Miller (H-D); 5. Harry Schreiber (H-D); 6. Randy Gabriel (H-D); 7. Rodney Williams (H-D); 8. Rodney Smith (BSA); 10. Donald Boggs (Hon).

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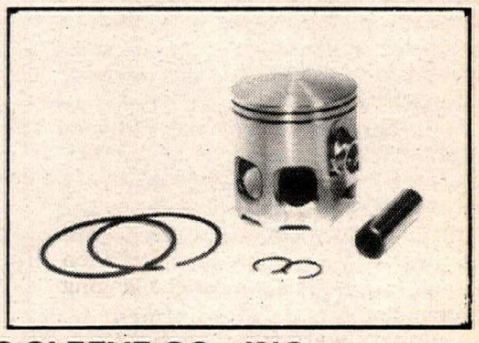

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OFF-ROAD AMA National Championship Hare Scrambles Series: Round 7

Runner-up Jan Hrehor (4) led Doug Blackwell (2) and Steve Hatch (38) through turn one.

Terry Cunningham gives his wife Trini a ride after securing the overall win.

Cunningham scores at Sunday Creek

By David L. Patton Jr.

MILLFIELD, OH, SEPT. 12

Four-time National Enduro Champion Terry Cunningham turned in a flawless ride to best the series regulars and capture the 62nd National off-road win of his illustrious career, scoring the overall victory at the Sunday Creek National Hare Scrambles. For the Kawasaki Team Green star, who was raised in nearby Chauncey, the win was the perfect gift for his 35th birthday, which he celebrated one day later.

"I only fell once today, after hitting a lapped rider," said MSR/Pro Circuit/Bel-Ray/Dunlop/Bell/Acerbis/Renthal/EK/ICO-sponsored Cunningham. "The whole day just went great."

Czech Jan Hrehor, riding a Yamaha/Sport Cycles Racing-backed Yamaha WR250, followed Cunningham across the line to claim second, with Rodney Smith finishing third. The show position was a disappointment for Smith. He had skipped the previous series round in New York State after suffering from heat prostration at the Pennsylvania, round, and he had a huge lead at Sunday Creek until he fell on the final lap. Hrehor also suffered from bad luck, as he lost his rear brake before the halfway point.

Smith's Suzuki teammate Steve Hatch rode to a fourth-place finish ahead of Team Mirage's Tom Norton, who rounded out the top five overall.

Many potential winners were missing from the field, including Scott Plessinger, who was out of action due to a knee injury.

"I tore ligaments in my left knee when I was practicing at my house (in Hamilton, Ohio) in August," said the defending champion. "I got it operated on a couple days later, and I should be ready for the next round (in Flat River, Missouri, October 24). This uses up one of my throw-away rides (at the end of the series, each rider's two worst scores are eliminated from the scoring), but I should still have a good shot at the title."

Also missing was former series champ Scott Summers, who is recovering from a separated shoulder.

After the weather forecast called for 85-degree temperatures, riders were prepared for a hot day, but on race day the sky was overcast and the temperature just over 70 degrees.

When the starter's flag dropped on the JTM Promotions event, Hrehor had the lead ahead of Team Green's Doug Blackwell, with Hatch close behind. Smith's Suzuki failed to light on the first attempt, and he gave the field a four-second headstart into the first turn.

As usual, the first lap produced the most lead changes of any during the race. Hrehor surrendered the lead in a ditch and Hatch made it 10 feet further before he hit a hole and endoed. Blackwell assumed the point but Cunningham soon took over, while Kawasaki-mounted Norton took a trip over the bars in a cow pasture. As the riders completed the first lap, Cunningham continued to hold his lead, with Smith recovering well to sit in second place. Hrehor was also close behind. Hatch held fourth place, but slid out in a turn in the motocross portion of the course.

The crashing at the front of the field gave A-class rider Gene O'Nail the chance to reel in the AA riders, and he actually led the first two laps of the race on corrected time. A-class rider Marty Kehlmeier chased O'Nail, but O'Nail pulled away and worked his way firmly into the top 10 overall.

By the end of the second lap, Smith had worked his way past Cunningham and into the lead, but Hrehor and Cunningham were both in hot pursuit. The top three opened up an eight-second advantage over Hatch. Blackwell, Team Husqvarna's Duane Conner, Norton and Robert Patterson hooked up in a war for fifth.

Hrehor was the first of the front running three to fall off the pace, as he was forced to refuel before Smith and Cunningham. The gas stops proved to be instrumental in the standings, as Cunningham led on the fourth lap before he and Smith stopped for fuel. At that point, Hrehor retook the lead, but Smith pulled out right behind him. Hrehor's chances for the overall win had died in a water crossing on lap three, when he hit a submerged rock and bent his rear brake rotor, so Smith was soon back around and into the lead.

Smith pulled away to what looked to be a certain win, while Hrehor made two stops to refuel and attempt to repair his brakes. Cunningham took advantage of Hrehor's problem and moved into second position. Hrehor held onto third place ahead of Hatch, who was secure in fourth. Norton took over fifth place, but would not catch Hatch.

"I had a hard time getting by Blackwell and by the time I did, the leaders were gone," said Norton.

Conner's day ended with a broken clutch perch, making it impossible for him to make it through the punch checks, and Patterson also suffered mechanical problems. The race appeared over as the white flag came out with Smith comfortably out in front, but it wasn't to be.

"I crashed by myself on the last lap, but I wasn't worried because I had a big lead," Smith said. "Then I came up to the rocky downhill and after I had committed to my line, I saw a lapped rider crashed across my line. There was another line down the hill, but you had to take it at the top. When I tried to ride into it halfway down I crashed and the bike landed on top of me, pinning me to the ground."

Cunningham moved by Smith and held on for the dramatic win. Cunningham's Kawasaki reflected his good luck for the day; after crossing the finish line, his bike didn't have enough gas left to make it to the trophy presentation.

Hrehor came through in second place, but he wasn't satisfied: "Today I could have won if I had a rear brake. The course was very good."

A dejected Smith finally remounted and motored across the line in third, collecting nine less points toward the title than a win would have earned. "I thought I had it won, but you never know," said Smith. "I really need to get a win."

"I had a great time," said fourth-placed Hatch, who concentrates his racing efforts on the National Enduro and Reliability Enduro Series. "I rode loose and it was a good day."

Norton captured fifth overall ahead of O'Nail, who was the A-class winner.

"I rode my best race of the year," said O'Nail. "When I caught the pros on the first lap, I didn't make any mistakes; they just pulled away from me."

With Summers hurt, his mechanic

Gene O'Nail finished sixth overall and was the top rider in the A class.

Fred Bramblett rode his bike and contested the Four-Stroke B class. Many riders were intimidated by the big number one on his plate, but the back of his leathers read, "I'm not Scott." He finished fifth in his division. Cunningham's win was for the glory only, as he does not regularly contest the series and is not a contender for the championship. Plessinger had led in points coming into the round, but with Plessinger not competing, Hrehor took over the points lead and Smith assumed second. With the riders' "throw-away" rides taken into account, Smith leads Hrehor by five points, with Summers third. Two rounds remain in the series. CN

Results

O/A: 1. Terry Cunningham (Kaw); 2. Jan Hrehor (Yam); 3. Rodney Smith (Suz); 4. Steve Hatch (Suz); 5. Thomas Norton (Kaw); 6. Gene O'Nail (Kaw); 7. Doug Blackwell (Kaw); 8. Mike Sampson (Kaw); 9. Leigh Letellier (KTM); 10. Jeff Lauth (Kaw); 11. Curt Wilcox (Hon); 12. Mathew Stavish (KTM); 13. Jeff Murgel (Kaw); 14. Brian Keegan (Yam); 15. Terry Gilliland (KTM); 16. Gallie Ward (Yam); 17. Chad Thornburg (Kaw); 18. Jason Moody (Suz); 19. Martin Kehlmeier (KTM); 20. Jason Magchino (KTM).

AA: 1. Terry Cunningham (Kaw); 2. Jan Hrehor (Yam); 3. Rodney Smith (Suz); 4. Steve Hatch (Suz); 5. Thomas Norton (Kaw).

OPEN A: 1. Richard Bryan (KTM); 2. Michael Matoszkia (KTM); 3. Dirk Ensley (KTM); 4. Gene Huntoon (Kaw); 5. Dave Stoneburner (Hon).

250 A: 1. Gene O'Nail (Kaw); 2. Mike Sampson (Kaw); 3. Terry Gilliland (KTM); 4. Gallie Ward (Yam); 5. Jason Moody (Suz).

200 A: 1. Jeff Lauth (Kaw); 2. Chad Thornburg (Kaw); 3. Daryl Conner (Kaw); 4. Craig Hayes (Hus); 5. Shawn Bellville (KTM).

4-STRK A: 1. Curt Wilcox (Hon); 2. Don Bohn (KTM); 3. Neil Brague (Suz); 4. Jerry Holbrook Jr. (Hon); 5. Mike Graney (Hus).

VET A: 1. Jeff Murgel (Kaw); 2. Phillip Lemere Jr. (Hon); 3. Daniel Ford (Hon); 4. Mike McCarren (Yam); 5. Greg Holden (KTM).

SR A: 1. George Lawson (ATK); 2. Lennie Rhoades (Kaw).

S/SR A: 1. Willard Root (ATK).

WMN A/B: 1. Holly Tremaine (KTM).

OPEN B: 1. Mark Safreed (Yam); 2. Wayne Perdue (Kaw); 3. Eric Hutto (KTM).

250 B: 1. Mark Kendall (Kaw); 2. Bill Cavanagh (Kaw); 3. James Moore (Suz); 4. Thomas Walters (Yam); 5. Chad Esposito (Yam).

200 B: 1. Terry Yandl (Kaw); 2. William Kottyan (Yam); 3. Robert Kuhle (Kaw); 4. Robert Dargie (Kaw); 5. Michail Dargie (Yam).

4-STRK B: 1. Daryl Gaitan (Hus); 2. Jeff Lappe (Hon); 3. Charles Dailey (Hon); 4. Jeff Corra (Hus); 5. Fred Bramblett (Hon).

VET B: 1. William Tamplin (Yam); 2. Tom Harden (Suz); 3. David Conti (Kaw); 4. Daniel Anthony (Kaw); 5. Brian Potts (Suz).

SR B: 1. Tom Parfitt (Yam); 2. John Rader (Kaw); 3. Jim Tremaine (KTM); 4. James Cordray (Hus).

S/SR B: 1. Ted Kilvington (ATK); 2. David Sanders (Kaw).

MINI JR: 1. Erik Ackels (Kaw); 2. Kyle Teel (Kaw); 3. Jeffrey Eggleston Jr. (Hon); 4. Ryan Atkinson (Kaw).

MINI SR: 1. Jeremy Berwanger (Kaw); 2. Donald Atkinson (Kaw); 3. Justin Schwartz (Suz); 4. Steven Graves (Kaw); 5. T. Chad Miller (Yam).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 7 of 9 rounds): 1. Jan Hrehor (137/1 win); 2. Rodney Smith (128/1); 3. Scott Plessinger (124/2); 4. Scott Summers (114/1); 5. Leigh Letellier (63).

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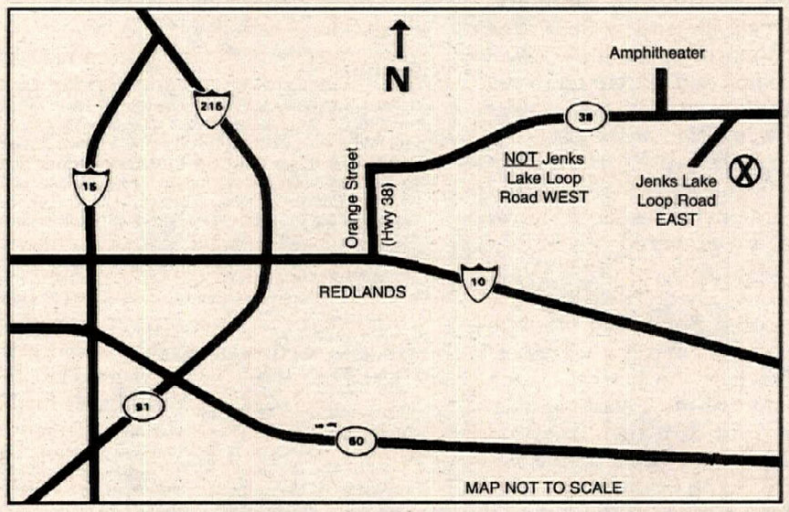

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(Left to right) After the National, runner-up Mickey Fay, winner Andy Tresser and third-placed Matt Wait celebrated on the podium. It was Tresser's first National win.

Andy Tresser was the winner at the Hannegan Short Track 600cc National.

DIRT TRACK AMA 600cc National Championship Series: Final round

Tresser tops Bellingham ST

By Dave Hoenig

BELLINGHAM, WA, SEPT. 11

Andy Tresser finally lived up to the promise he had shown since his Junior years by winning the last round of the AMA 600cc National Dirt Track Series on his Joe Carrers/Richard Braquet/Motion Pro/Arai/Micatec sponsored Wood-Rotax.

"I've waited a long time for this. It comes down to the end of the year and you don't expect to win, but this is great," said Tresser of his win at the Mount Baker M.C.-promoted, Steve Baker Kawasaki/Suzuki-sponsored event at Hannegan Speedway.

Unfortunately, much of the cheer was taken from Tresser's post-race celebrations, as the race was stopped by a horrendous front straightaway crash with two laps to go in the 25-lap National. Rob Damron was running eighth in a tight pack of riders when he hit the wall exiting turn four. Damron's bike went spinning down the straight where it was struck by Kirk Strong. Strong shot high into the air, did a slow roll and fell heavily on his back with his bike on top of him. The race was called complete as EMT's loaded Strong for his trip to the hospital. Strong suffered two broken femurs and a shattered pelvis.

Tresser's win left him in second in the series point standings behind none other than Team Harley-Davidson's Chris Carr, the only champion the series has known. Carr opted to skip the round since he had already sewn up his sixth-consecutive title at the previous round.

During time trials, local rider Rick Hocking set a new track record of 15.627 seconds on his Rotax. Rookie Matt Wait was just a tick back at 15.688, while Dan Stanley, Tresser, Rex Fisher and Randy Roose were the top six qualifiers and would sit on the the pole positions in the six heats. Those six riders would make up the field for the Michelob Golden Draft Shoot-Out, with $1500 up for the win.

With only 47 Experts in attendance, the six 10-lap heats were all short-handed. Mickey Fay, Wait, John Wincewicz, Tresser, Fisher and Gary Strode topped the heats and would start the main event on the front row, while Chris Fitzhugh, Ted Taylor, Randy Roose and Jeff Annen won the four semis.

When the six-fastest qualifiers were lined up for the five-lap Michelob Golden Draft/Sound Beverage Distributing-sponsored shoot-out, Wait ripped off the line and led lap one, only to have Stanley scoot by and power away. There was a sign at the start/finish line proclaiming Hannegan Speedway as Stanley's home track, and the local favorite made his large following proud as he powered his BBRP/Bell/Maxima/ Cougar Gulch Dist/Steve Baker Kaw/Energy Release/Mills Electric-sponsored Rotax into the winner's circle over Wait and Andy Tresser.

Wincewicz had the fastest clutch hand at the start of the 25-lap National and led the field into turn one, but Tresser quickly stormed past on the outside and started to pull away.

"I could make time on the outside, but as soon as I took the lead I felt I had to ride down to protect my position. There were some bumps, and the ones in turn one almost got me in the dash, but you could ride around them. The track was great," said Tresser.

Wincewicz had his hands full, as Fay was all over him. Fay dove to the inside on lap six and took over second, but Wincewicz's problems were not over. Wait was next to go to work, and got by Wincewicz on lap eight.

"The track was great, there was so much traction it was like riding asphalt, but a little rougher. I go pretty good on asphalt," said Wait.

At the halfway point, Tresser began to pull away. Wait pulled to Fay's rear tire, while Wincewicz fell under attack from Stanley.

"I had pretty much settled for second. I had that kid (Wait) right behind me so I had to protect my position. You just can't always ride the race you want if someone is right behind you," said Fay.

"After I caught Mickey all I could do was wait for a mistake, but he sure never made any," said Wait.

Just when it appeared as if everyone was settling in for the end of the race, all hell broke loose. The red flag flew quickly as Strong lay in a heap in the entrance of turn one. It was obvious that it would take quite some time to tend to Strong and the race was called with Tresser the winner.

"I just wanted to stay smooth after I got out front. I stayed clear of the bumps and it was surprisingly easy. This has been a long time coming," said Tresser.

Unfortunately, the winner's circle was delayed until after most of the fans had left for home, because of the crash.

"I feel sorry for Andy. That first National win is really special. It's too bad there weren't many fans left for his celebration," said Fay.

Results

600 NATIONAL: 1. Andy Tresser (W-R); 2. Mickey Fay (Rtx); 3. Matt Wait (Rtx); 4. Dan Stanley (Rtx); 5. John Wincewicz (Rtx); 6. Aaron Hill (Rtx); 7. Gary Strode (Rtx); 8. Rex Fisher (W-R); 9. Rick Hocking (Rtx); 10. Jeff Annen (W-R); 11. Randy Roose (Rtx); 12. Paul Iwanaga (Hon); 13. Chris Fitzhugh (Yam); 14. Ted Taylor (W-R); 15. Kirk Strong (Rtx); 16. Rob Damron (W-R).
Time: no time - red flag.

MICHELOB SHOOTOUT: 1. Dan Stanley; 2. Matt Wait; 3. Andy Tresser; 4. Randy Roose; 5. Rick Hocking; 6. Rex Fisher.
Time: 1:19.62.

AMA 600cc NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Chris Carr (80/4 wins) 2. Andy Tresser (56/1); 3. Aaron Hill (43); 4. Dan Stanley (37); 5. Mickey Fay (33); 6. Matt Wait (26); 7. Rick Hocking (21); 8. (TIE) Rex Fisher/Kris Kiser (18); 10. (TIE) Brian Tillson/Ben Bostrom/Ricky Graham (16); 13. Will Davis (13); 14. (TIE) Brett Landes/Steve Morehead (11); 16. (TIE) John Wincewicz/Bryan McDowell/James Hart (10); 19. (TIE) Kenny Coolbeth/Dan Ingram (9).

PRO-AM: 1. Jeff Rister (Hon); 2. Eric Rickman (Rtx); 3. Jason Enderson (W-R); 4. Troy Donald (Hon); 5. Noah Kirkland (Rtx); 6. Darren Anderson (Rtx); 7. Dennis Armstrong (KTM); 8. Tom Sherman (W-R); 9. Frank Marker (Hon); 10. Dave Stering (Rtx). 11. Jerry Browning (Rtx); 12. Mike Harritt (Rtx).
Time: 2:47.46

ROAD RACE WERA Power-Mist/Performance Machine National Endurance Series: Round 10

Northwest Honda tops at Texas World

By Mickey Hunt

COLLEGE STATION, TX, SEPT. 11

On a hot and humid day, the WERA National Endurance Series visited the remodeled Texas World Speedway with many fast Texas teams joining the competition. One of those teams, Northwest Honda, ended up taking the overall victory and the Heavyweight Superbike class win, with Ronnie Lunsford, Greg Abbott, Matt Maschmann and Gordon Miller turning in 276 laps of the 1.9-mile race track in the six-hour race.

With the final round of the CMRA Endurance Championship being run in conjunction with the WERA event, Northwest's win also gave them the CMRA title over Plano Honda Racing, which finished seventh overall and second in Middleweight Superbike.

With 42 entries, the WERA regulars were positioned at the front of the grid with Team Pearls Suzuki on the pole. Plano Honda Racing was part of that first wave, thanks to their upset class win at the previous round held in Memphis. A notable absentee was Team Suzuki Endurance; the Valvoline-backed team had decided to skip the event after wrapping up the championship in Memphis.

At the end of the first hour of racing, with 48 laps on the books, Virginia Breeze (Craig Caver, Glenn Szarek, Charlie Gafely) held the lead on their Yamaha FZR1000 with the Honda CBR900RR of Northwest Honda sitting in second place. Plano Honda Racing had their Honda CBR600 F-2 positioned in third. The Arclight Racing Honda CBR900RR held down fourth with Track & Trial 20/20 filling the top five on their Kawasaki.

During the second hour, Plano Honda had their first crash of the year, dropping them back to 18th place and 12 laps down on the leaders. Plano would fight through to an eventual seventh-place finish, but all hopes of an upset win at home were thrown out the window.

At that point, Northwest Honda took a lead they would never relinquish, turning in 96 laps in that first hour of racing. Virginia Breeze dropped to second, with Arclight moving up to third. Force Racing moved into fourth with Track & Trail holding their place in fifth.

Many of the WERA teams were already finding out about the abrasive surface of Texas World Speedway, and the day would be filled with many a tire stop. At the end of the fourth hour, Northwest Honda continued its flawless race, taking a two-lap lead over Arclight Racing. Force Racing was another lap down in third with Track & Trail fourth and Virginia Breeze dropping to fifth due to a tire change. Plano Honda had charged back to eighth place, right behind class leading Royale Racing.

At the end of the fifth hour, with 231 laps completed, Northwest Honda had a opened up a five-lap lead over Force Racing, who with riders Jeff James, Dean Hayes, Chris Hughes and Ron Crum had moved up to second. R.A. Racing was third on their Suzuki GSXR1100 with Royale Racing and Plano Honda, meanwhile, continuing their battle for Middleweight Superbike honors - both had completed 222 laps with an hour to go.

At the end of the six-hour race, Northwest Honda had a six-lap lead over Force Racing, recording 276 laps for the event. Virginia Breeze came back to take third, with 270 laps, R.A. Racing

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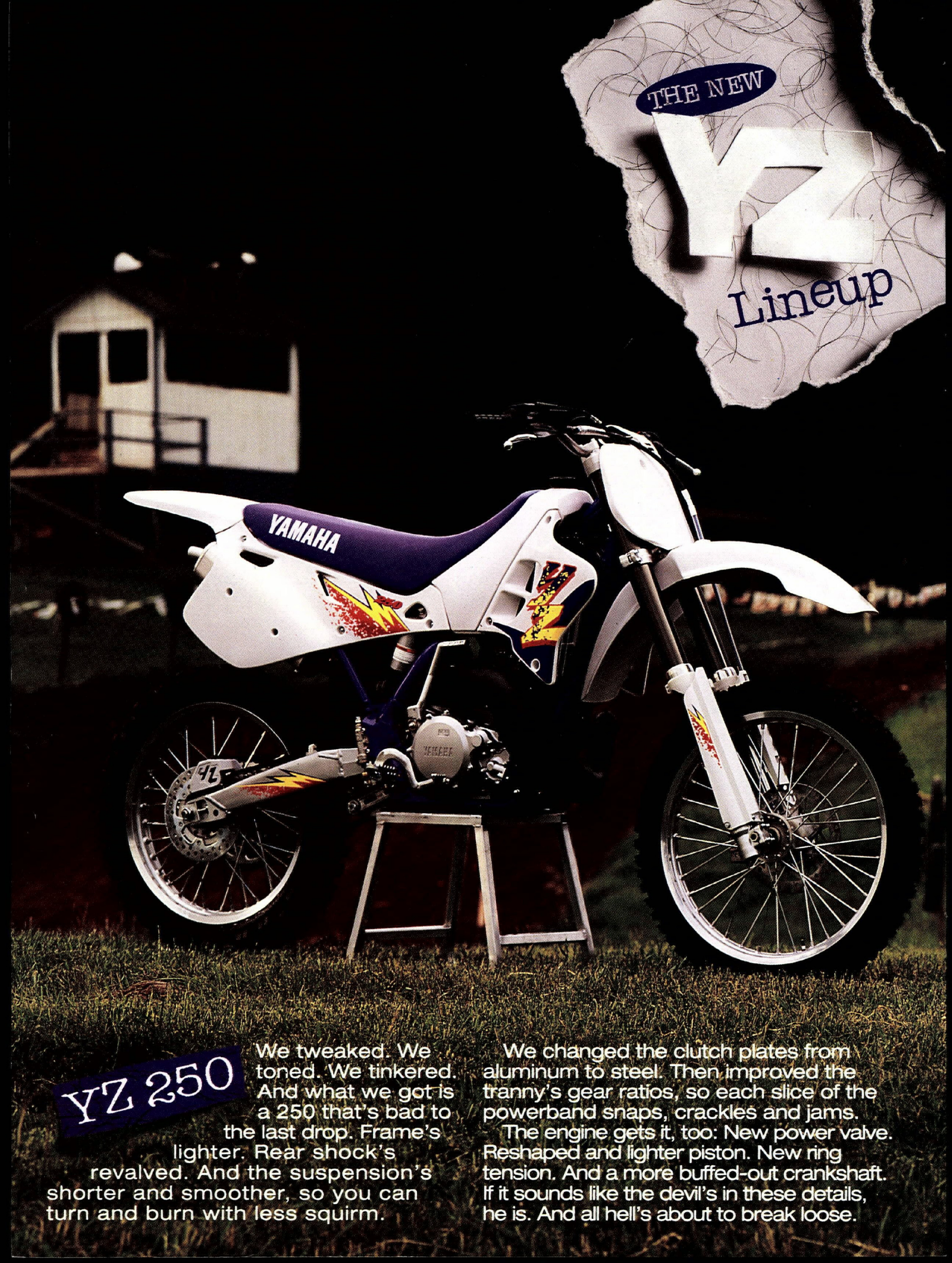
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PAYBACK KEY

A	1st-$5,000; 2nd-$4,000; 3rd-$3,000; 4th-$2,000; 5th-$1,250 6th-$1,000; 7th-$900; 8th-$850; 9th-$800; 10th-$750; 11th-$700; 12th-$650; 13th-$600; 14th-$550; 15th-$500; 16th-$450; 17th-$400; 18th-$350; 19th-$300; 20th-$200
B	(per moto): 1st-$3,000; 2nd-$2,000; 3rd-$1,500; 4th-$1,250; 5th-$1,000; 6th-$800; 7th-$700; 8th-$650; 9th-$600; 10th-$550; 11th-$500; 12th-$450; 13th-$400; 14th-$350; 15th-$300; 16th-$250; 17th-$225; 18th-$200; 19th-$150; 20th-$100
C	1st-$1,500; 2nd-$1,000; 3rd-$800; 4th-$600; 5th-$500 6th-$400; 7th-$350; 8th-$300; 9th-$250; 10th-$200
D	1st-$1,000; 2nd-$750; 3rd-$500; 4th-$450; 5th-$400 6th-$350; 7th-$300; 8th-$200; 9th-$150; 10th-$100
E	1st-$1,000; 2nd-$500; 3rd-$300; 4th-$200; 5th-$100
F	1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100
G	1st-$350; 2nd-$250; 3rd-$175; 4th-$125; 5th-$75
H	1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50
I	1st-$200; 2nd-$150; 3rd-$100; 4th-$75; 5th-$50
J	1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$25

PRO MX

EVENT/SERIES	ELIGIBLE CLASSES	PAYBACK
AMA PRO SUPERCROSS SERIES	250 Pro	A
	125 Pro	B
AMA NATIONAL CHAMPIONSHIPS	125/250 Pro	B
AMA FLORIDA GOLD CUP SERIES	Pro	H
AMA MEGA SERIES (10 Events)	125/250 A	F
AMA NATIONAL ARENACROSS	125/250 Pro	F
AMA WINTER AM	125/250 Pro	C
CMC ARIZONA SUMMER CHAMP	125/250 Pro	F
CMC GOLDEN STATE SERIES	125/250 Pro	C
CMC PAC-WEST SERIES	125/250 Pro	F
CMC SPRING CLASSIC	125/250 Pro	F
CMC TRANS-CAL SERIES	125/250 Pro	F
CRC DUNESTOWN SERIES	125/250 Pro	F
GFI FALL SERIES	125/250 Pro	F
GFI NIGHT MX SERIES (5 Events)	125/250 Pro	H
GFI WINTER SERIES	125/250 Pro	C
GNC GOOD TIME NATIONAL	125/250 Expert	D
GNC INTERNATIONAL FINAL	125/250 Expert	D
GNC TEXAS SERIES	125/250 Expert	F
MAMMOTH MOUNTAIN	125/250 Expert	D
MTEG ULTRACROSS SERIES	250	E
NESC CHAMPIONSHIP SERIES (20 E.)	125/250 Expert	F
NMA AMATEUR NATIONAL	125 & 250 Stk/Mod Pro	D
NMA WORLD MINI	125 & 250 Stk/Mod Pro	D
SRAC DOUBLE POINTS (10 Events)	125/250 Pro	H

OFF-ROAD

EVENT/ SERIES	ELIGIBLE CLASSES	PAY BACK
AMA D-37 (10) BEST/WEST	200/250/Magnum/Wom C, Vet/Sen C Light	J
	200/250/Vet/Sen B & A Lt, Mag/Wom B & A	I
AMA GRND. NAT'L. CC SERIES	Trailrider 125/200, Trailrider 250/Open	J
	200/250/Vet A & B, 40+, 45+, 50+, 55+	H
	AA	E
ECEA ENDURO SERIES (10 E.)	200/250 C, Wom	J
	125/250/Vet/Sen/Sup Sen B & A	I
	AA	H
FTR HARE SCRAMBLES SERIES (10 E.)	125/250/Sen/Sup Sen C, Wom B	J
	125/250/Sen/Sup Sen/Mstr B & A, Jr, Wom A	I
	AA	H
MID SOUTH CHAMP H.S. SERIES (10 E.)	Heavy/Light Trail, Wom	J
	125/250/Vet B, 250/Vet A, Sen, Sup Sen	I
	AA	H
MISSOURI HARE (10 E.) SCRAMBLES	Beginner	J
	125/250 B, A/Int, Sen, Sup Sen, Jr	I
	Expert	H
NMA OFF-ROAD SERIES	200C, 250+ C, Wom	J
	200 A/B, 250 A/B, Sen, Sup Sen, Sptsman	I
	AA	H
ROCKY MTN. ENDURO CIRCUIT	200/250/Sen C, Ladies	J
	200 A/B, 250 A/B, Sptsman, Sen A/B, Sup Sen	I
	AA	H
SERA ENDURO SERIES (10 E.)	200/250/Vet C	J
	125/250/200 Vet/250 Vet/Sen B & A	I
	AA	H
SETRA ENDURO SERIES (10 E.)	125/250/Vet/Sen/Sup Sen C	J
	125/250/Vet/Sen/Sup Sen B & A, Mstrs	I
	AA	H
TEXAS (10 E.) CROSS COUNTRY	125/250/30+, 38+, Ladies Am, Ladies Ex	J
	250/30+/38+/45+ Int, 125/250/30+/38+/45+ Ex	I
	Pro	H

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AMATEUR MX

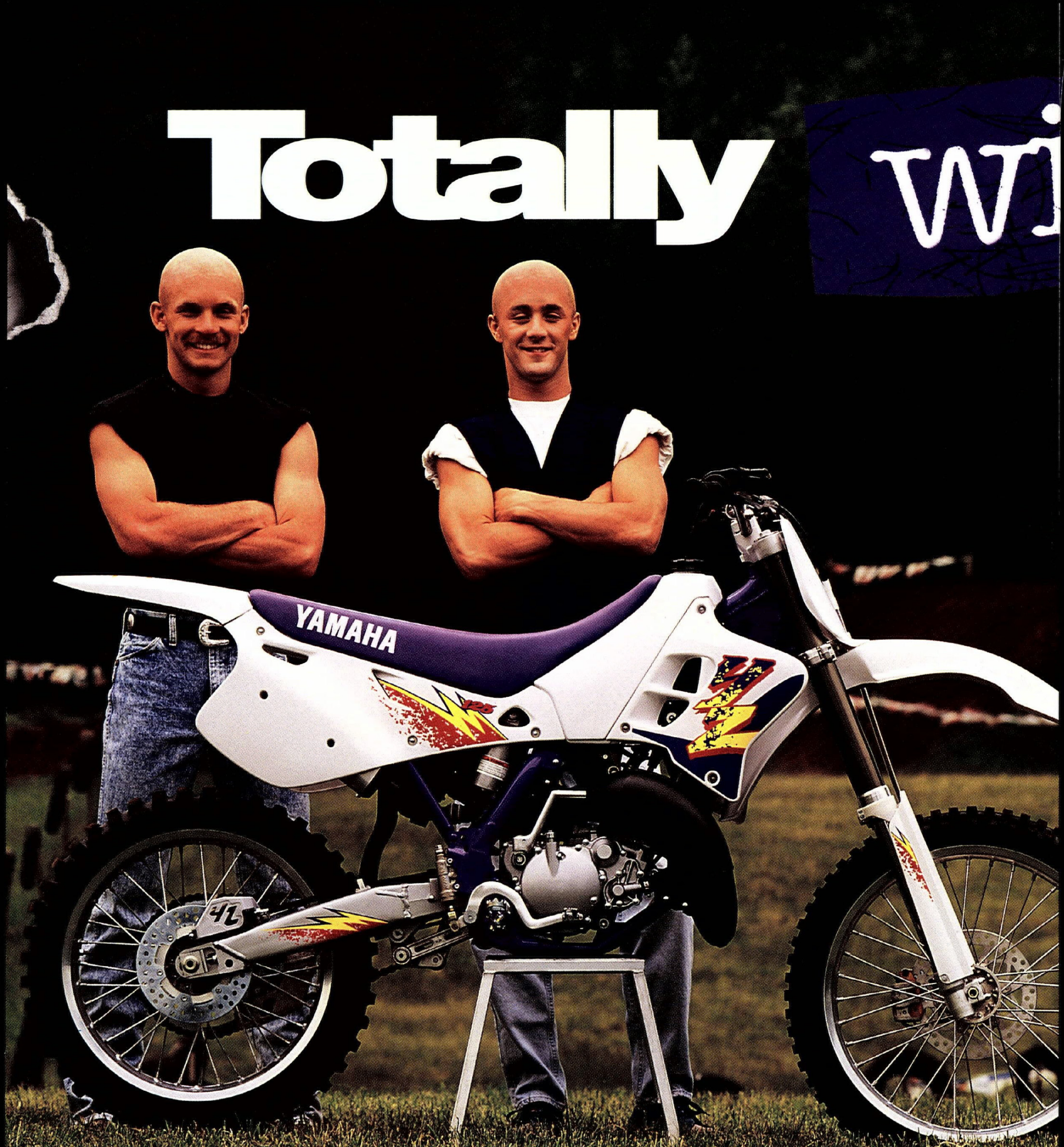
EVENT/ SERIES	ELIGIBLE CLASSES	PAY BACK
AMA AMATEUR NATIONALS	85 Stk 7-11/12-13/14-15, 85 Mod 9-13/ 14-15, 125 Stk & Mod 12-15/C/B, 250 Stk & Mod C/B, Vet A/B, +25, +40, Women	F
	125 & 250 A Stk/Mod	D
AMA NAT'L ARENACROSS SERIES	80/125/250 Beg	J
	85 7-11/12-13/14-15, 125 C/B, 250 C/B, 25+, 30+ A/B	I
AMA DISTRICT 5 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
	85 12-13/14-15, 125/250 B, 30+ A/B, 25+, 40+	I
	125/250 A	H
AMA DISTRICT 6 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
	85 12-13/14-15, 125/250 B, 25+, 30+, 40+	I
	125/250 A	H
AMA DISTRICT 11 (7 Events)	85 Jr, 125 Yth, 125/250 C	J
	85 Sr, 125/250 B, 25+, 30+, 40+	I
	125/ 250 A	H
AMA DISTRICT 14 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
	85 12-13/14-15, 125/250 B, 25+, 30+, 40+, 50+	I
	125/250 A	H
AMA DISTRICT 18 (7 Events)	85 7-11, 125 Yth, 125/250 C	J
	85 12-16, 125/250 B, 25+, 30+, 40+	I
	125/250 A	H
AMA FL GOLD CUP	85 7-11, 125 Yth, 125/250 C, Women	J
	85 12-13/14-15, 125/250 B, 125/250 A, 25+, 30+, 35+, 40+AMA	I
AMA MEGA SERIES (10 E.)	80/125/250 D, 125/250/25+/30+ C	J
	80 Jr/Sr, 125 Yth, 125/250/25+/30+ B, 25+/30+ A, 40+	I
AMA WINTER AM SERIES	85 7-11, 125/250C, Women	H
	85 12-13/14-15, 85A, 125 Yth/B/A, 250 B/A, +25/+30 B, +25/+30 A, +35, +40, Vet Pro	G
AMA WINTER OLYMPICS	80 7-11 Stk/Mod, 125 & 250 C Stk/Mod, Wom	F
	85 12-13/14-15 Stk & Mod, 125 Yth Stk/Mod, 125 & 250 B Stk/Mod, 25+/30+ B & A	J
	125 & 250 A Stk/Mod	I
AMA D-29 ULTRA SERIES (10 E.)	Jr Mini 7-11, 125 12-15, 125/250C	H
	Sr Mini 12-15, 125/250B, +25, +30, +40	J
	125/250A	I
CMC ARIZONA SUMMER CHAMP.	80/125/250 Beg, Women	G
	80 7-11/12-16, 125/250/Vet Jr, 125/250/ Vet Int, UTH/OT Am, Vet/UTH/OT Mstr, 25+ Pro	I
CMC GOLDEN STATE SERIES	80/125/250 Beg, Women	H
	80 7-11/12-16,125/250/Vet Jr & Int, UTH/OT Am, UTH Mstr	G
	Vet/OT Mstr, 25+ Pro	F
CMC PAC-WEST SERIES	80/125/250 Beg, Women	J
	80 Jr/Int/Ex/Open, 125 Jr/Int, 250 Jr/Int, UTH Jr/Int/Ex, Vet Jr, OT Jr	I
	Vet Int/Mstr/Pro, OT Int, Mstr	H
CMC SPRING CLASSIC	80/125/250 Beg., Women	J
	125 & 250 Jr, UTH Am, Vet Jr, OT Am	I
	80 7-11/12-16, 125/250/Vet Int, Vet/UTH/OT Master, 25+ Pro	H
CMC TRANS-CAL SERIES	80/125/250 Beg, 125/250/Vet Jr, UTH/OT Am, Women	J
	80 7-11/12-16, 125/250/Vet Int, UTH/Vet/OTH Mstr, 25+ Pro	H
CRC DUNESTOWN SERIES	80/125/250/25+/Vet/Sr Beg	J
	80 -11/12-16, 125/250/25+/Vet/Sr Nov, 125/250/25+ Int, 25+ Ex	I
	Vet Int/Ex, Sr Int/Ex	H
GFI FALL SERIES	80/125/250 Beg & Nov, +25 Am, +30/+35 Nov	J
	80/125/250 Int, 80 Ex, +30/+35 Int, +25/+40 Mstr, +40 Am, +30 Pro	H
GFI NIGHT MX SERIES (5 Events)	80 Beg/Nov, 125 Beg/Nov, 250 Beg/Nov, +25 Am, +30/+35 Nov	J
	80 Int/Ex, 125/250/+30/+35 Int, +40 Am, +25/+40 Mstr, +30 Pro	I
GFI WINTER SERIES	80/125/250 Beg	H
	80/125/250/+30/+35 Nov, +25 Am	G
	80 Int/Ex, 125/250 Int,+25/+40 Mstr, +30/+35 Int, +40 Am, +30 Pro	F
GNC GOOD TIME NAT'L.	Mini/125/250 Beg	H
	80 7-11 Stk/Jr, 125 & 250 Stk Nov/Nov, +25/+30 Nov, Ladies	G
	80 Stk 12-13/14-16, 80 Sr 12-13/12-16, 125 & 250 Stk Int/Int, +25/+30 Int, +25/+30 Mstr, +40	F
GNC INT'L. FINAL	Mini/125/250 Beg	H
	80 7-11 Stk/Jr, 125 Stk Nov/Nov, 250 Stk Nov/ Nov, +25/+30 Nov, Ladies	G
	80 12-13 Stk/Sr, 80 14-16 Stk/Sr, 125 Stk Int/Int, 250 Stk Int/Int, +25 Int/Mstr, +30 Int/Mstr, +40	F
GNC TEXAS SERIES	Mini/125/250 Beg, Ladies	J
	80 Jr 7-11, 125/250/+25/+30 Nov	I
	80 Sr 12-13 & 14-16 125/250/+25/+30 Int, +25/+30 Ex, +40	H
MAMA (10 E.) CHAMP.	80B 7-11, 80C 12-15, 125 Nov	J
	80B 12-15, 80A 7-11/12-15, 125 Sup/Ex	I
MAMMOTH MOUNTAIN	80/125/250/Vet Jr., Women	G
	80/125/250/Vet Int, 80/Vet Ex, Sen	F
MMDA INT'L.	125/250C	I
	80 7-11/12-15/C 12-15, 125 B/Jr, 250 B, +25, +30, +40, +50	H
	125/250A	G
NESC CHAMP. SERIES (20 Events)	85/125/30+ Beg	J
	85/125 Jr, 125/200+ Nov, 125/200+ Am, 30+ Nov/Am, 35+ Am	I
	85/125 Adv, 30+/35+ Ex, 40+	H
NMA AMATEUR NAT'L.	80 Stk/Mod -11/12-13/14-16, 80 & 125, Stk/Mod Beg, 125 & 250 Stk/Mod Nov/Int, 125 Open, +25/+30	F
NMA WORLD MINI	80 & 125 Stk/Mod Beg	H
	80 Stk/Mod -11/12-13/14-16, 125 & 250 Stk/Mod Nov	G
	125 & 250 Stk/Mod Int, 125 Open, +25/+30	F
NUCLEAR SERIES (10 Events)	85 7-11/12-13/14-15, 125 Yth/C/B, 250 C/B, 25+, 30+, 40+	J
	125/250 A	I
SRAC (10 E.) DBL. PTS.	80/125/250/Vet/Sen Nov, Women	J
	80/125/250/Vet/Sen B & A	I

YAMAHA

For the Yamaha motorcycle and ATV dealer nearest you, call 1-800-88-YAMAHA.

Program details subject to change. All 1993 model year and newer YZ/WR models are eligible. Riders must submit a completed 1994 Contingency form to be eligible. Where Contingency is posted for the top 5 places, there must be a minimum of 7 riders to qualify. In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by the promoter. AMA Professional Supercross and National winners will be paid by check. All other winning riders will receive "YZ Bucks" Certificates, redeemable for parts and merchandise at any participating Yamaha dealer. Yamaha will pay Contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle. See your local Yamaha dealer for more detailed Contingency information. Remember to always respect the environment. 30-day limited warranty. Warranty terms are limited. Limited warranty does not apply for units being raced. See your Yamaha dealer for details. Information subject to change. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink or use drugs and ride. It is illegal and dangerous. Specifications subject to change without notice. The models depicted in this ad are not actual engineers. © 1993 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

Totally Wi



YZ 125

Now cut to the major news. The 125's got a brand new bag: a new engine.

As in a spanking-new crankcase. Completely reshaped cylinder. And new guillotine-type power valve made in the image of our Grand Prix roadracers.

It's totally boosted — like big hair. With an all-stops-out, rock-the-house power-band. And a throttle response that'll make the others look like a long procession of bridesmaids.

To handle all the power, we fine-tuned the suspension, revalved the shock and stiffened the frame. And the muffler's shorter, too. Now the 125's so dialed, you'll only have to make one small change. Your underwear.

Wigged out.

The new YZs give new meaning to the word fast-forward. And our engineers split more than a few hairs getting them that way.

Course it's not easy making the best better. But with a little help from MX superjocks Damon Bradshaw and Jeff Emig, the '94s are just where they oughta be. Wigged way out.

Now get on one, and you'll be just where you oughta be. First at the finish line.

YAMAHA

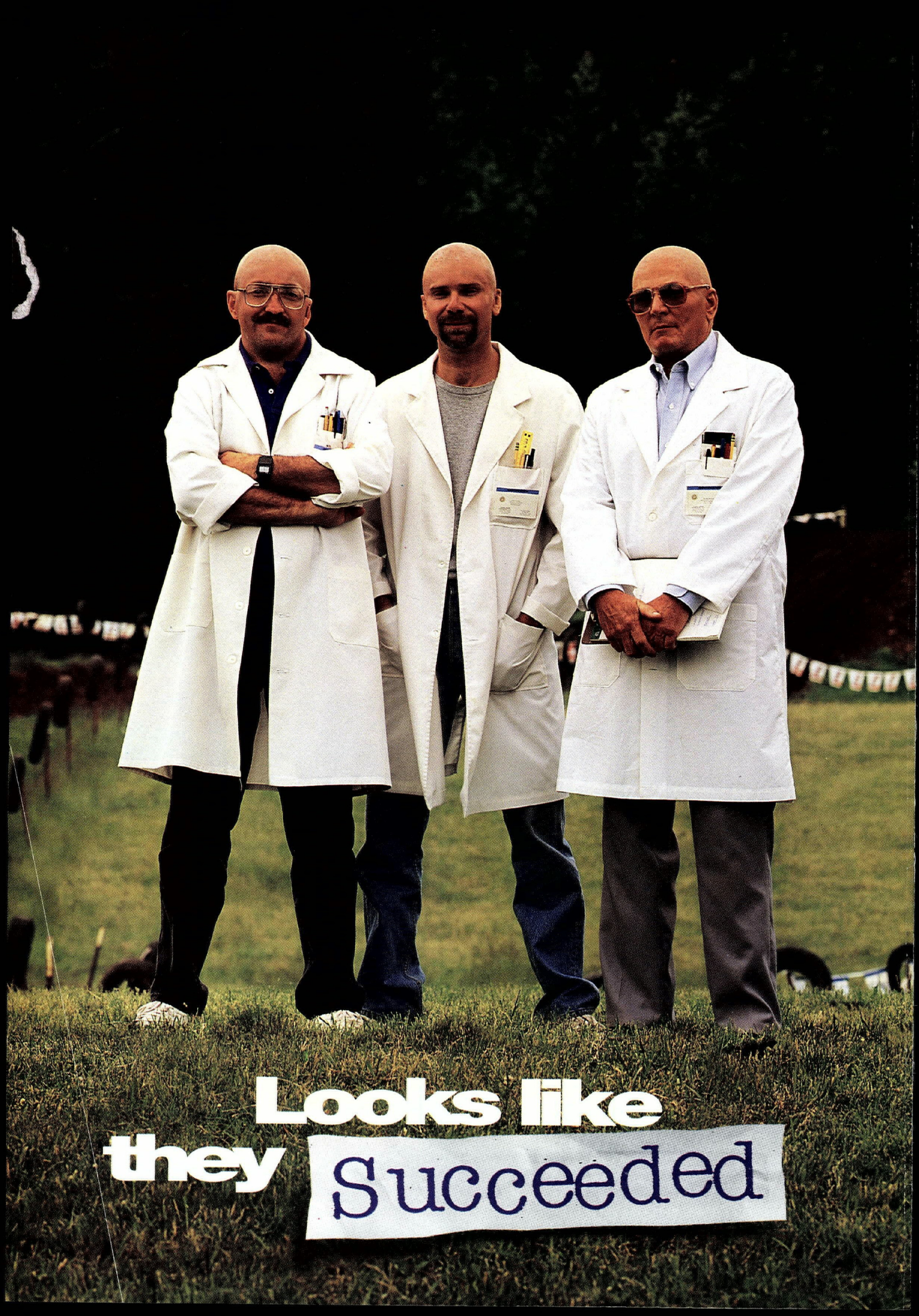
YZ 80

Leave well enough alone? Don't think so. Now the 80's so stoked it should come with a warning: No crybabies allowed. And if you cut your teeth on it, you'll end up with fangs.

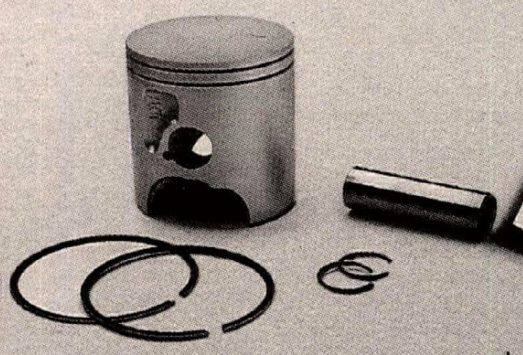
The case reed induction engine pumps out the juice everywhere. So the powerband lights up like a Disney Electrical Parade.

We cut the frame no slack at all, so it's much stiffer. It has inverted aluminum forks. A hoss of a clutch. And an improved water pump to keep it cool as a cucumber.

What you get is a mini that's the Major Domo of it's class. And the competition? They would be a major toast.


Looks like
they Succeeded

And we'll give you the whole Works.



Piston Kit. Chock-full of die-hard doodads to keep your bike plugged in and on the pipe.

Dunlop K695-Rear/K490-Front Combo. "My, what great knobs you have." "The better for circumferential flexibility, my dear."

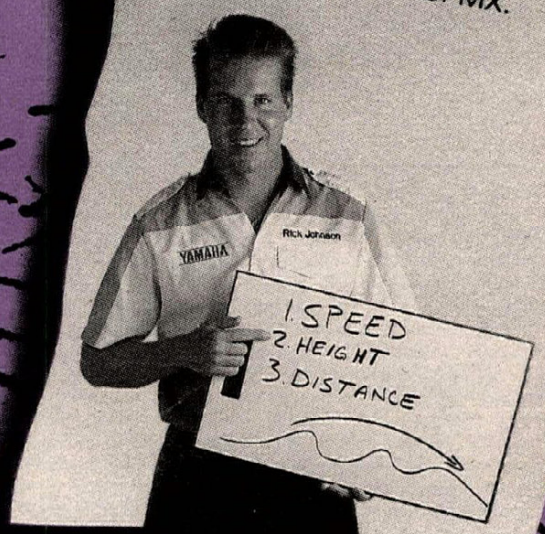
DUNLOP

Buy a new YZ or WR and get our $500 works kit.

Lubrication Kit. Because your bike, not your hair, should be well-greased. Kit includes 3 quarts of Yamalube 10W-30, 1 can of Chain Lube, 1 bottle of Foam Air Filter Oil and 3 pints of Yamalube R.

7-Piece T-Wrench Set. Pity the fool who doesn't have our set of T's with lovely vinyl carrying pouch.

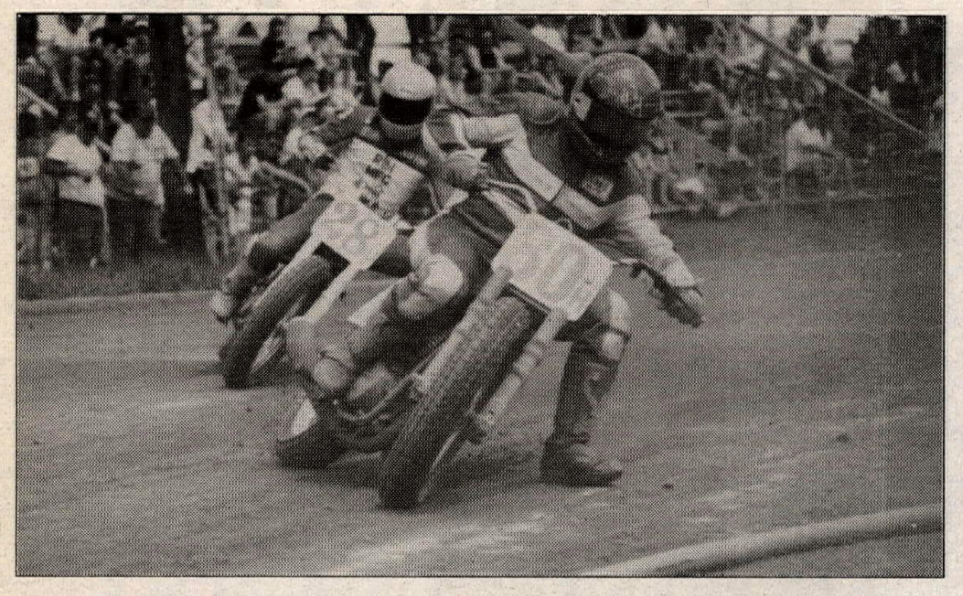
Rick Johnson "Track Techniques" 1-day Clinic - $25 ($200 value). He who walks as man but rides like great god will teach you golden rules of MX.



It's ultra-trick, this grab-bag of goodies. And it's yours if you'll get to a participating Yamaha dealer by December 31 and buy any '94 YZ or WR250.
The famed RJ clinic, champion Dunlop tires and genuine Team Yamaha gizmos — it's all in the Works. And that's about a $500 value.*
So hurry and get your dibs in on a new YZ or WR250. Then we'll shoot you the Works.

YAMAHA

Works Kit subject to availability. Allow 6 to 8 weeks for delivery. Must take delivery of 1994 model YZ 80, 125, 250 or WR250 by December 31, 1993. Dealer participation may affect availability. Rick Johnson clinic available with new and non-current YZ or WR models purchased between 8/1/93 and 12/31/93. Limited warranty does not apply to units being raced. *Approximate value of each kit: WR250 and YZ250-$540, YZ125-$493, YZ80-$416. ©1993 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)



Todd Hunter (80H) passed Justin Coolbeth (28U) to win at the Harpursville ST.

was fourth, with 269 laps, and Track & Trail followed in fifth.

Northwest Honda is sponsored by Northwest Honda, D&D Exhaust, Racing Engine Service, Dunlop Tire, SBS Brakes, Sammy Tanner/Arai, Fast Paint by Pavlica.

Results

OVERALL: 1. Northwest Honda (Hon); 2. Force Racing (Yam); 3. Virginia Breeze Racing (Yam); 4. R A Racing (Suz); 5. Track & Trail (Kaw); 6. Red Hot Racing (Yam); 7. Plano Honda (Hon); 8. Royale Racing (Hon); 9. Team Ironhorse (Hon); 10. Blackfire Racing (Hon); 11. C&S Racing (Hon); 12. Light Speed (Hon); 13. HSR Endurance (Hon); 14. Wild West Racing (Hon); 15. Arclight Racing (Hon); 16. X Racing (Yam); 17. Lone Star Racing (Hon); 18. Keith Racing (Kaw); 19. Anderson Jardine (Suz); 20. Team Pearls (Suz).

Hunter trophies at Harpursville Short Track

By Dave Rafferty

HARPURSVILLE, NY, AUG. 28

Todd Hunter won the Sportsman class and went on to take second in the Open Expert class at the Harpursville Short Track.

Hunter on his Harley-Davidson got the holeshot in the Sportsman class and stayed tight and smooth to keep Justin Coolbeth and Jay Skidmore, both Rotax-mounted, behind him. Skidmore drew alongside Hunter on a number of laps but did not have enough power to get by.

In the Open Expert class Coolbeth on his Bob's Shop/R&I Mfg./ Wilcox/Edmonds Racing Rotax got the hole shot with Skidmore second off the line. Hunter, who also won his heat, was third and Roger Durkee was fourth in turn one. By lap three Durkee passed Hunter and after trading second place back and forth with Skidmore, finally passed Skidmore, leaving only Coolbeth between him and first place. On lap five Coolbeth left just enough room for Durkee to skirt by him in turn two. From lap six through lap nine Coolbeth battled to keep second place from Hunter, who was closing fast. On lap nine Coolbeth went wide in turn four with Hunter on his tail waiting for just this shot. Hunter passed Coolbeth at the white flag and went after Durkee, bringing the fans to their feet. Hunter came close, but with not enough time left, Durkee wheeled across the finish line for the win.

Results

50 B: 1. Gary Conklin (Itl); 2. John Weiss (Yam); 3. Chris Strong (Suz).

50 A: 1. Tom Newell (Yam); 2. Billy Warford (Yam); 3. James Liles (Yam); 4. David Baillargeon (Yam).

60: 1. Can Rafferty (Kaw); 2. Jason Disalvo (Kaw); 3. Nary Newell (Kaw); 4. Tom Newell (Kaw); 5. Joey Prisco (Kaw).

80: 1. Jeremy Thompson (Suz); 2. Harley Hadaway (Kaw); 3. Cam Rafferty (Kaw); 4. Jason Disalvo (Kaw); 5. Mike Williams (Kaw).

125 AM: 1. Shawn Mobley (Hon); 2. Jeremy Thompson (Hon); 3. James McGivern (Yam); 4. Stan Nittiskie (Hon); 5. Daniel Nolan (Suz).

250 AM: 1. Marco Morello (Kaw); 2. Shawn Mobley (Hon); 3. Garth Bastian (Hon); 4. Jason Fuller (Yam); 5. Keith Sartorini (Hon).

OPEN AM: 1. Marco Morello (Yam); 2. Garth Bastian (Rtx); 3. Joe Gould (Hon); 4. Frank Carpinello; 5. James Miller (H-D).

SR A: 1. Joe Gould (Hon); 2. Skip Bush (Hon); 3. Jeff Kviniaug (Yam).

SR B: 1. John Healy (Rtx); 2. Frank Carpinello (Yam); 3. James Miller (H-D); 4. James Jugits (Yam); 5. Davis Gamble (Hon).

S/SR: 1. Tom Blachek (H-D); 2. Ralph Pinto (Tri).

VINT: 1. Bill Anderson (Tri); 2. Jeff Kviniaug (Yam); 3. Joe Angelo (Bul).

SPTSMN: 1. Todd Hunter (H-D); 2. Jay Skidmore (Rtx); 3. Justin Coolbeth (Rtx); 4. Christopher Hart (Hon); 5. Robert Weiss (Rtx).

250 EX: 1. Roger Durkee (Hon); 2. Chris Wnuk (Hon); 3. Justin Coolbeth (Yam); 4. Jay Skidmore (Hon); 5. Morgan Coolbeth (Hon).

OPEN EX: 1. Roger Durkee (Rtx); 2. Todd Hunter (H-D); 3. Justin Coolbeth (Rtx); 4. Jay Skidmore (Rtx); 5. Morgan Coolbeth (Rtx).

TT: 1. Justin Coolbeth (Hon); 2. Jim Gould (Yam); 3. Jason Fuller (Yam); 4. David Gamble (Hon); 5. Jarvis Hoag (Hon).

Carsten cleans up at Englishtown Motocross

By Paula Brown

ENGLISHTOWN, NJ, AUG. 15

Barry Carsten was out to win at Raceway Park, claiming both the 125cc and 250cc Pro-Expert with substantial leads, a couple of holeshots and quick lap times.

Lee Rostein managed to get in front of the speeding Carsten long enough to take the holeshot off the first 250cc Pro-Expert moto. Within half a lap Carsten had taken his place in the lead. As Carsten pulled farther and farther away, Neil Woerner was fending off Joel Dengler. Dengler was about to pounce, positioning for a pass at the top of the straightaway, but then lifted off when he lost control and went over the side. Woerner carried on in second with Micky Kessler taking over Dengler's third. With one lap to go, Kessler went down in the center track section, leaving Jerry Seip to take over in third. At the final flag Carsten was first with a 20-second lead. Woerner, Seip and Dengler came in second, third and fourth, respectively.

Carsten, Seip and Woerner were the top three coming out of the first turn in the 250cc Expert final. Carsten settled into his untouchable lead early on, leaving Woerner, Seip and Dengler to slug out second place. Dengler's passing attempt on the straightaway was successful the second time as he got around Woerner in lap four. Carsten crossed the finish line far out in front with Dengler, Woerner and Seip behind him.

Phil Carlin holeshot the 500cc and 125cc Experts in the qualifier with Ed Daher riding in second. By the center track section, Carsten had shot up to lead the 125cc class. Again, Carsten pulled away from the pack, establishing a 12-second lead by the midway point. Joel Dengler charged into the lead for the 500cc class with Carlin putting on the pressure behind him. Jalil Lynch owned the second 125cc spot until a spill in the last turn with two laps to go cost him the position. Carsten finished first overall and first 125cc Expert while Dengler brought home the 500cc Expert win..

Carsten started the final by claiming the holeshot then moving into first within half a lap. Dengler led the 500's, trying to keep up with Carsten's screaming 125cc Suzuki. Jim McIlvaine, Rostein, Lynch and Seip fell into place behind the two leaders. Carsten and Dengler maintained their leads until the last lap to bring in the second of two moto wins and the 125cc and 500cc overall wins. McIlvaine's two second-place finishes brought him second for the day. Lynch and Neil Woerner took third and fourth, respectively. In the 500cc Expert division, Rostein's 2-3 score earned him second overall. Phil Carlin and Bob Burfield posted third and fourth overall, respectively.

25+ Expert points contenders Lynch, McIlvaine and Mike Moore mixed it up in their motos. McIlvaine and Moore each took a win with the two rarely getting more than one bike length apart throughout each race. Lynch, rumored to have been recently injured in a street bike accident, rode two consistent third place motos, enough to bring him to the top of the point standings.

Results

60 (10-11): 1. Mike Davis (Kaw); 2. Jon Paul Schaffer (Kaw); 3. David Ginolfi (Kaw).

80 (10-11): 1. Carl Anderson (Hon); 2. Scott Adams (Yam); 3. Robert Price (Hon); 4. Jason Goritsk (Kaw); 5. Jonathan Miller (Yam).

80 (12-13): 1. Sean Tompkins (Kaw); 2. Jonathan Barber (Kaw); 3. Lawrence Monbelardi (Hon); 4. James Tippin (Kaw); 5. Clint Esposito (Hon).

80 (14-15): 1. Jason Zuromski (Yam); 2. Allan Duigon (Hon).

SCHBY: 1. Shawn Ulikowski (Hon); 2. David Belk (Kaw); 3. Ken Plass (Kaw); 4. Mark Schweibanz.

CLGBOY: 1. Erik Morin (Hon); 2. Jay Irwin (Yam); 3. Tom Ulikowski (Hon); 4. Ken Dwight (Suz).

125 NOV A: 1. Jen Dwight (Suz); 2. Sidney Dossantos (Hon); 3. John Macklin (Kaw); 4. Bill Dean (Kaw); 5. Louis Scagnelli (Kaw).

125 NOV B: 1. Nick McCabe (Yam); 2. Ken Plass (Kaw); 3. Gererd Clarke (Hon); 4. Pete Destefano (Yam); 5. Steve Lombardozzi (Hon).

250 NOV: 1. Warren Kuhlthau (Hon); 2. Gary Bartholomew (Kaw); 3. Mike Arpa (Hon); 4. Jeff Grace (Hon); 5. Phillip Webster (Hon).

125 AM: 1. Ralph Delanzo; 2. Jay Irwin; 3. Ben Firestone; 4. Steve Moquin; 5. John McGinnis.

250 AM: 1. Ralph Delanzo; 2. Ben Firestone; 3. Eddie Hololob; 4. Larry Petronglo; 5. Robert Toth.

OPEN AM: 1. Spencer Smith; 2. Brian Smith; 3. Mike Lewis; 4. Frank Crisologo; 5. Chris Cook.

25+ AM: 1. Mike Scolaro; 2. Mark McTamney; 3. Chris Prenderville; 4. Frank Crisologo; 5. Chris Krusen.

30+ AM: 1. Ed Block; 2. William Peoples; 3. Stan Poulsen; 4. William Hruska; 5. Rick Spence.

S/SR: 1. Bruce Dengler; 2. Jim McGinnis; 3. Bud Fee; 4. Bob McCann; 5. Chuck Hughes.

125 EX: 1. Barry Carsten; 2. Jim McIlvaine; 3. Jay Lynch; 4. Neil Woerner; 5. Aries Verderosa.

250 EX: 1. Barry Carsten; 2. Neil Woerner; 3. Joel Dengler; 4. Jerry Seip; 5. Lee Rostein.

500 EX: 1. Joel Dengler; 2. Lee Rostein; 3. Phil Carlin; 4. Bob Burfield; 5. Mike Clayton.

25+ EX: 1. Mike Moore; 2. Jim McIlvane; 3. Jalil Lynch; 4. Scott Stevens; 5. Chris Higgins.

Doug O'Boyle closed out the I-96 dirt track season by dominating two classes.

O'Boyle awesome at I-96 HM

By Grace DiBenedetto
Photo by Gordon DeVries

LAKE ODESSA, MI, SEPT. 4

Doug O'Boyle will be able to pad his mattress with a little extra money before the cold long winter sets up in Michigan as O'Boyle won both the Pro-Am and Combo classes at the season-ending at I-96 Speedway.

First Klass Glass/Bell Helmets/Riverside Service-backed O'Boyle has become a familiar sight in the winners circle at the grooved half mile in Lake Odessa. As it has been all season the competition was tough and plentiful with three heats and a semi going to the line to weed out the contenders.

O'Boyle set the pace in heat one with Dave Kolenda able to stay with him for only a short time. Before O'Boyle was through, he had three seconds on the field. Eric O'Boyle steadily moved through traffic to pick up third with the last direct transfer in the heat going to Eugene Copeland.

Mark Wyskeil set a blistering pace in heat two with Paul Kops tucking down on the back stretch trying to catch a draft. L.J. Schaidt's bike took him out of contention on the back stretch with a mechanical failure. Last minute confusion and a misinterpretation of the rules would see Schaidt return to a semi but not on his original Yamaha. The teenager was immediately ordered to report to the referee, whereby he was informed he would not be eligible to race the final even though he had won the semi.

Jack Mayer Jr. was out for a Saturday night cruise in heat three. Mayer Jr. wired the field, but with no one to challenge him would post the slowest time, one second slower than O'Boyle's heat. Mike Kolenda and Don Bannervan would earn the last two transfers out of the semi.

Fourteen riders came to the line for the final only to watch Doug O'Boyle put the checkered flag away at the green light with a one man show of force. Mark Wyskeil challenged several times but took himself out when he tried a pass in turn two on lap eight. Wyskeil went radically sideways but held onto his Honda, loosing only enough ground to take him out of the first place running. Wyskeil hung on to second place for the remainder of the race. Riders greeted the checkered flag in single file fashion with Doug O'Boyle taking the win followed by Wyskiel in second, Mayer in third and Eric O'Boyle in fourth.

The Combo class had several restarts before the checkered flag fell. The first red flag flew just as Doug O'Boyle gained the advantage over Dave Kolenda on lap two as Kirk Wirick went down in the corner. Wirick fared better than his Yamaha which was unable to make the restart. Restart two came at the halfway point when Schaidt went way out on a limb while trying to overtake Mayer Jr, who was leading the field. Schaidt went down in his attempt, bringing out the second red flag much to Mayer Jr's dismay. A staggered restart proved much to O'Boyle's advantage as he challenged Mayer Jr. peg to peg down the back stretch, emerging out of turn four on top. Mayer Jr. felt the money crunch one more time as Mark Wyskeil switched lines in midturn, dropped back, and threw his Honda to the inside snatching second place money just in time. The order remained the same for the Combo as the Pro-Am with O'Boyle on his way to the bank.

Results

50: 1. Logan Meyers (Yam); 2. Casey Erridge (Yam); 3. Tom Link (Yam); 4. Doug Lawrence (Itj); 5. James Hewson (Yam).

60: 1. Brett Pankey (Kaw); 2. Rockey Hitchcock (Kaw); 3. Casey Erridge (Hon).

80: 1. Brett Pankey (Kaw); 2. Lee Danke (Kaw); 3. Andy Springsteen (Kaw).

200: 1. Chris Huss (Hon); 2. Mike Forro (Kaw); 3. Allen Coleman (Kaw); 4. Brian Hadfield (Kaw).

250: 1. Jeff Randolph (Yam); 2. Mike Forro (Hon); 3. Chad Davis (Suz); 4. Joel Rayment (Yam); 5. Luke Oliver (Hon).

DTX: 1. Chris Huss (Hon); 2. Chad Davis (Suz); 3. Allen Coleman (Kaw); 4. Kirby Rayment (Yam); 5. Luke Oliver (Hon).

400: 1. Mike Putnam (Yam); 2. Larry VanValkenburg (Yam); 3. Simon Kelly (Suz); 4. John Love (Suz); 5. Lonnie Wadle (Yam).

500 B: 1. Jeff Randolph (Rtx); 2. Randy Brady (Hon).

500 A: 1. Tim Babka (Hon); 2. Tim Danke (Yam); 3. Brian Bergman (Yam); 4. Steven Charles (Hon); 5. Ken Springsteen (Yam).

OPEN: 1. Jason Wilke (Rtx); 2. Rick Parkinson (Hon); 3. Jeff Stevens (H-D); 4. Bill Russell (Hon).

TW: 1. Don Bannerman (H-D); 2. Eric Jahnke (Yam); 3. Dave Knapp (Yam).

VET: 1. Tim Danke (Yam); 2. Mark Davidson (H-D); 3. Tim Babka (Hon); 4. Gene Copeland (Rtx); 5. Rick Russell (Hon).

SR: 1. John Kolenda (H-D); 2. Jim Bauerle (Rtx); 3. Glen O'Boyle (Hon); 4. Mark Froelich (Rtx); 5. Jim Bolenbaugh (Kaw).

VINT: 1. Craig Breckan (BSA); 2. Dave Valiket (BSA); 3. Brian Hadfield (Yam); 4. John Walker (Bul); 5. Scott Foutch (Suz).

PRO-AM: 1. Doug O'Boyle (Rtx); 2. Mark Wyskeil (Hon); 3. Jack Mayer Jr. (W-R); 4. Eric O'Boyle (Rtx); 5. Paul Kops (ATK).

COMB: 1. Doug O'Boyle (Rtx); 2. Mark Wyskeil (Hon); 3. Jack Mayer Jr. (W-R); 4. Eric O'Boyle (Rtx); 5. L.J. Schaidt (Yam).

L/W SDCAR: 1. J. Schnieder/J.Schnieder (Yam); 2. M. Fryer/Cornell (Yam); 3. S. Propotnik/T. Bauman (Yam); 4. M. Foust/J. Nice (Yam); 5. T. McKnight/P. Dow (Tri).

H/W SDCAR: 1. D. Foust/D. Howard (Yam); 2. D. Sams/T. Sams (Hon).

Seyfferle wins Lawrenceburg Short Track thriller

By John Spurrier

LAWRENCEBURG IN, SEP 10, 1993

Joe Seyfferle, Mike Butler, and Gary Stogsdill waged a 10-lap battle in the closest Pro-Am feature at Lawrenceburg Speedway this season, and when it was all over, Seyfferle emerged victorious.

Seyfferle led out of turn two on the opening lap with Butler camped on his rear wheel and Stogsdill camped on Butler's rear wheel. Butler showed Seyfferle a wheel on every straight and several times pulled even with him on the outside only to give it up going into the turns as Seyfferle guarded the low line. Stogsdill ran his race about six feet behind Butler, ready to pounce if either rider made a mistake. On the last lap Butler tried an outside pass on Seyfferle coming out of turn four and lost traction for just an instant, giving Stogsdill the chance he'd been waiting for. He pounced on it and beat Butler to the line for second place by less than a wheel length and only about three feet behind Seyfferle. Behind the lead trio Curt Snelling and James Kantor took fourth and fifth, respectively.

Ken Maynard got a great start and the early lead on his Rotax in the Open A class feature only to see it vanish as Sam Lowe fell in turn two on the second lap, bringing out the red flag. On the restart Maynard got to turn one in first place again, led at the end of the first lap, and was greeted by a red flag at the end of lap two as both Luther Allen and Sam Lowe crashed in turn three. Neither rider was injured, and the race was restarted for the third time. Maynard got his third great start and led wire to wire for the win. Sam Lowe charged up through the pack to claim second place followed by J.P. Bolling and Tony Bolling. Allen fell again, was unable to restart his bike, and watched the rest of the race from the infield.

In the Over 30 feature Kyle Hall grabbed the early lead only to fall off and bring out the red flag. Hall was able to make the restart, but Phillip Wolf grabbed the lead and held it for the first five laps until his bike tossed its chain on the front straight, handing the lead to Edd Kells. Kells made the most of his gift, leading the rest

of the race to the finish line followed by Marvin Gardner, Lou Kramer, James Canter and Mike Skimmerhorn.

In the 250cc Feature Phillip Wolf got the holeshot but was passed on the backstretch by Gary Stogsdill. Stogsdill went on to open up a 10-bike lead at the finish line followed by Ken Maynard, who held off a last lap charge by Sam Lowe. Lowe was followed across the finish line by Wolf and Jeff Tatterson.

Travis Burnett put his Yamaha into the early lead and stretched it out to a quarter-lap lead for the win in the 125cc class. The start of the 80cc feature saw an instant red flag as Jason Spurrier flipped his bike on the starting line. Spurrier was unable to make the restart. Cory Roth was pressured by Travis Burnett for the entire 10 laps but held on for the win. Mark Fehring got the early lead in the 50cc feature and held it for the first five laps before falling off in turn two. Jeffrey Leeke motored on to the win.

Results

PRO-AM: 1. Joe Seyfferle (Rtx); 2. Mike Butler (Hon); 3. Gary Stogsdill (Hon); 4. Curt Snelling (Hon); 5. James Canter (Yam).

OPEN A: 1. Ken Maynard (Rtx); 2. Sam Lowe (Hon); 3. J.P. Bolling (Yam); 4. Tony Bolling (Yam).

250: 1. Gary Stogsdill (Suz); 2. Ken Maynard (Hon); 3. Sam Lowe (Hon); 4. Phillip Wolf (Kaw); 5. Jeff Tatterson (Suz).

125: 1. Travis Burnett (Yam); 2. Phillip Wolf (Kaw); 3. Kevin Hiler (Hon); 4. Nick Hummel (Hon).

80: 1. Cory Roth (Hon); 2. Travis Burnett (Hon); 3. Nick Hummel (Kaw); 4. David Wolf (Hon); 5. Zach Palmer (Yam).

50: 1. Jeffrey Leeke (Itj); 2. Pete Holt (Hon); 3. Kris Williamson (Itj); 4. Mike Fehring (Yam).

.30 +:1. Edd Kells (Rtx); 2. Marvin Gardner (Hon); 3. Lou Kramer (Hon); 4. James Canter (Yam); 5. Mike Skimmerhorn (Hon).

Another double for McBride at Champion Speedway

By Larry McBride

OWEGO, NY, SEPT. 5

A large contingent of riders invaded Owego's Champion Speedway Sunday night with riders from as far away as Kentucky, and Canada. The influx of riders, however, didn't change the end results as Lenny McBride made carbon copy victories of the previous week's in Handicap and Scratch main events.

The six lap Handicap main event consisted of 20, 30 and 50 yard liners creating a traffic jam into turn one off the start. Marco Morello emerged as the leader down the back straight. While Morello maintained a several bike-length advantage over Kelvin Herrala, McBride moved to third, and on lap three went past Herrala to challenge Morello for the lead. Pressing Morello very hard in the turns, the East Side Tavern/Sam the Beer Man-sponsored McBride took an inside line and led the last lap to score a determined victory.

One half of the four-rider field in the Scratch main event consisted of McBrides. Lenny McBride was joined on the starting line by his brother, Tuff, who was making his return to Champion Speedway after a three-year absence. The other two contenders were Joel Monell, and Canadian Gary Hesmer. From the inside pole position Monell stayed with both McBrides off the gate. Lenny McBride quickly outdistanced both his brother and Monell for first while Tuff McBride struggled to maintain second over Monell, who made several attempts to move past him. Tuff, however, held off Monell's charge to take second while Lenny McBride had easy sailing to the finish line to again capture a double Champion Speedway victory.

Results

SCRATCH: 1. Lenny McBride; 2. Tuff McBride; 3. Joel Monell; 4. Gary Hesmer.

HDCP: 1. Lenny McBride; 2. Marco Morello; 3. Pat Reynolds; 4. Nick Ciardi; 5. Kelvin Herrala.

D-2: 1. Jeff Makela; 2. Eugene Wilmarth; 3. Merle Craven; 4. Hiram Shaff.

Tretara, Smith split Bear Creek Speedway wins

By Kevin George

CANTON, OH, SEPT. 4

Jeff Tretara and Kevin Smith took the top two positions in the Scratch and Handicap speedway main events at the Bear Creek Speedway. It was Tretara topping the Scratch main while Smith took the battle in the Handicap.

In heat race action Pat Reynolds looked like the rider to beat. Reynolds was the only rider to go to the Scratch main undefeated. Reynolds launched the front wheel skyward at the flash of the gate and Tretara led into turn one. Tretara had the slick track dialed with Reynolds searching for a line. Reynolds tried the outside as they went into turn four with the checkered in sight and hooked a rut. Smith took advantage of the slip and took over second.

In Handicap action it was Smith off the 40 leading by the third lap with Tretara moving into second by lap four after starting from the

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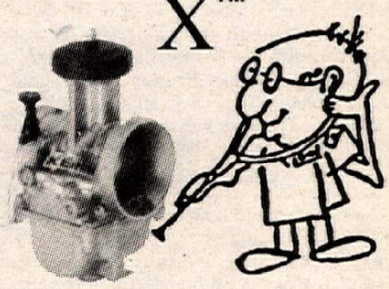

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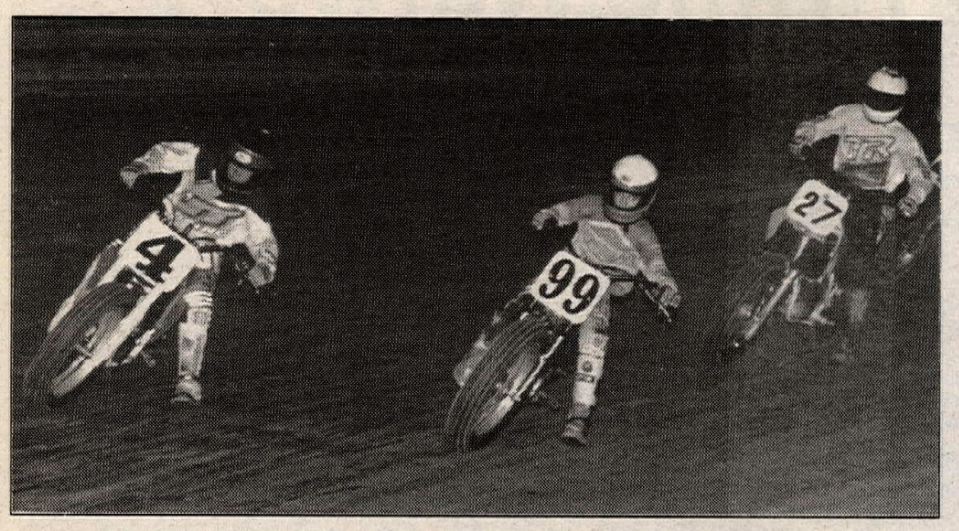
EVENTS



Mike McKee (99) scored the 250cc B class victory at Trail-Way Speedway.

John Stich (300) chased Jon Hall (58) out of a turn at the LACR MX.

60. Reynolds started from the 75, but he just couldn't get a break in traffic and had to settle for another third.

The flat track motorcycle classes were combined for the mains. John Clark won the Open Knobby class with John Hassil right behind. Third overall went to the lightweight machine of Mike Keefe. Bobby Peters four-stroke found the traction consistent enough to take fourth overall and second in the lightweight division.

Eric Kensey ran away with the smooth tire race on his Rotax with Kenny Arnold on his Bultaco taking second overall. Arnold had to work his way around Mark Kukasky before taking up the chase for Kensey. Kerry Kubena also passed Kukasky as they lapped slower traffic, dropping Kukasky to third in the Knobby Light class and fifth overall. Charlie Italia topped the Youth class.

Results

YTH: 1. Charlie Italia (Yam); 2. Damien Anderson (Yam); 3. Stephen Hayes (Yam).

KNBY L/W: 1. Mike Keefe (Hon); 2. Bobby Peters (Hon); 3. Jared Gruca (Hon).

KNBY H/W: 1. John Clark (Yam); 2. John Massie (Yam); 3. Terry Shaw (Yam).

ST L/W: 1. Kenny Arnold (Bul); 2. Kerry Kubena (Bul); 3. Mark Kukasky (Suz).

ST H/W: 1. Eric Kensey (W-R); 2. Jerry Beradinelli (Hon).

Diem does it again at Trail-Way Short Track

By Len Breech
Photos By Ben Breech

HANOVER, PA, SEPT. 4

Warren Diem extended his double class win streak at Trail-Way Speedway to six events. Diem won the 600cc A and Senior finals, although he was pressured very closely by Bob Sweeten in that streak.

Whilo Diem was taking his sixth straight double, two other riders also scored doubles. Mike McKee almost took a hat trick, three wins on three machines, by winning the 250 and 600cc B finals before losing to Tom Skethway in the late laps of the 200cc final. Corey Hormes easily took the 55cc (7-8) and the 65cc finals. Other A class winners were Clarence Bull in the 750cc, Paul Lynch taking his second straight 250cc win and Georgie Price topping the 600cc Pros.

With the almost "traditional" Friday rains being somewhat heavier than normal, the track was fairly smooth with the groove being one of the widest and highest in years. But as the night progressed, the track got slicker, as several riders found out. One was Bob Sweeten, who had soundly beaten Diem in their Senior and 600cc A heats. Sweeten fell hard in the third turn of the restarted 750cc final while battling Clarence Bull for the lead. The race was restarted again, but Sweeten was slightly detuned, and Bull won.

Several events later, the Seniors came to the line. Diem immediately went to the top of the track while a sore Sweeten got boxed in behind Bull and Rich Washak. Sweeten worked his way into second by the halfway point, but he was just going through the motions as he couldn't push off the way he did in the heats. Diem again put his McGrone Racing/Diem's Cycle/Fisher's Cycles sponsored Honda in front of the 600cc A with Sweeten getting by Shane Merryman and Paul Lynch for second on the third lap. Lynch stayed in third place, while Merryman dropped out on the final lap with engine problems. Diem took the checkered flag first.

McKee stuck his Hannum's Harley-Davidson/Kawasaki-sponsored machine in front of Tom Skethway, Donald Eves and Nick Arment as the 250cc B final got underway. While the top two pulled away, Rusty Eves joined the battle for third which ended when Donald Eves crashed on the sixth lap, calling the race with McKee still leading. The 200cc B class also saw McKee grabbing the lead from Skethway, Michael Chalfant and Tim Russell. While Russell took third, Skethway stayed with McKee, and just like the heat, McKee gradually moved his line a little lower as the race progressed. Skethway gradually worked his way by on the outside, just like he did in the heat, taking the lead on the sixth lap and going on to win.

With McKee's small size, starts on the 600 are a little harder than the smaller two strokes, but once underway, he's quick. McKee gated behind Nick Arment, Dennis Buono and John Price. By the halfway point he was in second, taking the lead from Arment on the sixth lap.

At the green light, Georgie Price went up to the high groove and never looked back as the rest of the 600cc Pro class battled for second. Teammates Jim Haas and Dallas Baer battled over second for the first half, until Lew Woods got rolling from his penalty line start and took second. Baer finally took command of third.

Results

55 (4-6): 1. Ben Glisson (Yam); 2. Brian Phillips (Yam); 3. Dusty Diem (Yam); 4. Jason Isenock (Yam); 5. Michael Brown (Yam).

55 (7-8): 1. Corey Hormes (Itj); 2. Dan Giuseppe (Yam); 3. Robbie Reynolds (Yam); 4. John Kraft (Yam).

65: 1. Corey Hormes (Kaw); 2. Bill Stillwell (Kaw); 3. Scott Morrison (Kaw); 4. Brian Buono (Hon); 5. Robbie Reynolds (Kaw).

85: 1. Paul Allison (Hon); 2. Will Russell (Kaw); 3. Bill Stillwell (Suz); 3. Brandon Kreeger (Kaw); 4. Abe Washak (Yam).

200 B: 1. Tom Skethway (Hon); 2. Mike McKee (Kaw); 3. Tim Russell (Suz); 4. Michael Chalfant (Hon); 5. Paul Allison (Hon.

250 B: 1. Mike McKee (Suz); 2. Tom Skethway (Hon); 3. Rusty Eves (Yam); 4. Nick Arment (Yam); 5. Chris Hathaway (Yam).

250 A: 1. Paul Lynch (Hon); 2. Todd Winsett (Hon); 3. Ricky Winsett (Yam); 4. Gardner White (Yam).

600 B: 1. Mike McKee (Rtx); 2. Nick Arment (Rtx); 3. Dennis Buono (Hon); 4. Mike Thomas (Yam); 5. John Price (Yam).

600 A: 1. Warren Diem (Hon); 2. Bob Sweeten (Rtx); 3. Paul Lynch (Hon); 4. Phil Libhart (Rtx); 5. Todd Winsett (Hon).

600 PRO: 1. Georgie Price (Rtx); 2. Lew Woods (Rtx); 3. Dallas Baer (Rtx); 4. Jim Haas (Rtx); 5. Steve Wilson (Rtx).

750 A: 1. Clarence Bull (Yam); 2. Bob Sweeten (H-D); 3. John Winsett (H-D).

SR: 1. Warren Diem (Hon); 2. Bob Sweeten (Rtx); 3. Clarence Bull (Yam); 4. Rich Washak Jr. (Rtx); 5. Steve Wilson (Rtx).

Dostal doubles at Starwest MX

By David A. Procida

MORENO VALLEY, CA, SEPT. 4

A large turnout of 80cc machines kept the action going during the Starwest "Saturday Night under the Stars" action. USA Suzuki/Sinisalo/AXO/Tsubaki/Pro Circuit/Czechoslovak Airlines/VP/"N" Style/Motul/Ceet rider Jiri Dostal took a double-race win, taking the overall victory in both the 80cc (12-13) class along with the "no holds barred" Supermini class.

In the 80cc classified races a surprise visit from Arlington, Texas rider Charley Bogard left no doubt as to who would take the 14-16-year-old win. In moto one, with the combined 14-16 and 12-13 start, Bogard put his American Suzuki/Arlington Suzuki/Pro Circuit/Smith/MSR/Dunlop/MW Racing/Tsubaki/Bell Helmets/TR Racing/Kent Graphics into the first turn a little too hot and was forced to go wide. The mistake allowed 12-13 class racer Dostal, along with Starwest regular Danny Carlson, Toby Lopez and most of the pack right past.

As the riders hit "The Launcher" in the back section of the track Carlson grabbed a handful of throttle, passing Dostal in midair for the lead. Bogard was showing the style and speed that won him the Ponca City Championship as he had gone from back of the pack up to third by the start of the third lap. As Carlson and Dostal shot down the back straightway Bogard rocketed by both of them just before the corner. Once in the lead, Bogard was gone, while Dostal pulled off the track momentarily before resuming his charge. Lopez rounded the turn as Dostal pulled in behind him, retaking third place.

With the white flag out for Bogard with a five-second lead over Carlson, who in turn held a large advantage over third place Lopez, the top three positions were decided for moto one.

Dostal, although third overall, took the win in the 80cc (12-13) class with Frank Dato and Tim Langdon, who had been battling back and forth most of the moto, rounding out the top three.

Moto two was a Bogard runaway as he took the holeshot and never looked back. Carlson and Dostal had a good moto, but traffic late in the race spread out the riders, resulting in a follow the leader finish. With both Dostal and Bogard taking an overall win, almost everyone awaited the start of the Supermini class, as it would have both riders along with everyone all in one race.

Bogard grabbed the Supermini holeshot with Dostal, Carlson and brothers Todd and Corey Clayton all in tow. As the pack went up and over "The Launcher," Carlson grabbed a handfull of throttle, passing Dostal and almost getting by Bogard at the far end of the straightway. Bogard defended the inside line and held onto the lead as the two cleared the the Twin Peaks double one right behind the other. Dostal, who held back for a lap to check out Carlson's lines, picked up the pace and closed the gap in one lap. As Carlson set up to go for the the Twin Peaks double, Dostal cut under and the stuffed the KX rider hard and took over the number two overall position.

Up front, Bogard was launching his RM80 higher and farther off "The Leap" than anyone as he was enjoying a sizeable lead. As the moto came to a close Carlson was still in third but never gave up on trying to catch Lopez.

Dostal grabbed the moto-two holeshot with Bogard and Carlson again in the lead pack Carlson caught the outside berm leading up to "The Launcher" and literally catapulted his KX up and over Bogard. Bogard, however, outpowered Carlson down to the far end turn. This time Carlson was hanging with the Suzuki-sponsored riders and made his move in the back section of the track, taking second from Bogard.

Bogard had backed off the torrid pace he had held in the previous moto, but he was still a factor in this race as he repassed Carlson when the KX pilot fish-tailed wildly as he exited the turn just before the finish-line tabletop. As the two riders flew down the back straightway Carlson again was the first rider to reappear from the far corner. Bogard's high flying aerial antics had taken their toll on the RM's rear shock, and Bogard was forced to retire from the moto, costing him a second overall win. Dostal led the remainder of the race, earning his second overall win for the day, Carlson finished second in both the motos and overall for the class with Corey Clayton holding off his brother once again.

Results

50: 1. Daniel Taft (Yam); 2. Chris Caudillo (Yam); 3. Mike Beaver (Yam); 4. Justin Cody (Yam); 5. Joey Reed (Yam).

60 (6-11): 1. Joey Clayton (Kaw).

60 (9-11): 1. Chris Hunsinger (Kaw); 2. Kyle Partridge (Kaw).

80 (8-11): 1. Nick Beaver (Yam); 2. Chris Hunsinger (Suz); 3. Billy Laninovich (Kaw); 4. Shawn Scott (Kaw); 5. Brandon Staddan (Suz).

80 (12-13): 1. Jiri Dostal (Suz); 2. Frank Dato (Suz); 3. Tim Langdon (Yam).

80 (14-16): 1. Charley Bogard (Suz); 2. Danny Carlson (Kaw); 3. Toby Lopez (Suz).

80 (12-16) BEG: 1. Nick Beaver (Yam); 2. Michael Skeeter (Kaw); 3. Sean Ciarke (Kaw); 4. Corey Clayton (Yam); 5. Justin Scott (Yam).

80 S/MINI: 1. Jiri Dostal (Suz); 2. Danny Carlson (Kaw); 3. Corey Clayton (Yam); 4. Charley Bogard (Suz); 5. Todd Clayton (Yam).

125 BEG: 1. Ken Bitterolf (Suz); 2. Kevin McKee (Yam); 3. Cory Gibbons (Yam); 4. Tom Travis (Kaw); 5. Eddie Legliu (Kaw).

250 BEG: 1. Ken Wootton (Kaw); 2. A.J. Stowwie (Hon); 3. Chad Phillips (Yam); 4. Dan Beard (Yam).

125 NOV: 1. Bryan Currie (Suz).

250 NOV: 1. Sean Neary (Suz); 2. Tony Feldhaus (Hon); 3. Dwight Radar (Kaw).

125 INT: 1. Dean VanRiper (Kaw).

250 INT: 1. Chris Nelson (Kaw).

250 PRO: 1. John Sereika (Kaw).

25+ BEG: 1. Cy Zuidema (Yam), 2. Tim Clayton (Suz).

25+ NOV: 1. Yun Zuidema (Yam).

30+ BEG: 1. T.C. Brinegar (Hon); 2. Pat Leon (Yam); 3. Lynn Ryans (Suz) 4. J.P. Hernandez (Suz); 5. Michael Chong (Hon).

30+ NOV: 1. Steve Laninovich (Kaw); 2. Jon Thomas (Hon); 3. Tim Hunziker (Kaw); 4. Ken McCann (Kaw); 5. Mike Dunlap (Kaw).

Deever delivers at LACR MX

By Greg Robertson

PALMDALE, CA, SEPT. 5

Jimmie Deever did it the hard way, coming from the back of the pack to score two convincing wins in the 250cc Novice class at the second round of California Racing Club's 16th annual Tri Race Series at Los Angeles County Raceway.

Danny Woodard timed the gate perfectly to lead Chuck Kober and Jamie Young in the first moto. Deever was last, but that didn't last long as he started picking off riders.

"I got a bad start. I don't have a very good rear tire and I was sliding all over. I got sick of staying in the back and said, 'I've got to get to the front.'" Deever said.

And to the front he went. By the third lap, only leader Woodard stood in his way. Deever started to zero in on Woodard, then was handed the lead when Woodard pulled off the track with problems. Dan King was following Deever up through the field and inherited the runner-up position where he would stay until the finish. Young held on for third over Kober.

King powered to the second-moto holeshot ahead of Kober and Woodard. Again, Deever was in the back of the pack. King stayed out front for a couple of laps before slipping and going down. Kober now had the lead with Woodard dogging him in every turn trying to take it away. King had recovered quickly in third ahead of a charging Deever. It soon became a four-rider battle for the lead with Deever coming out on top, going from fourth to first within a lap. With no one in front of him, Deever stretched his lead to ten seconds by the checkered flag.

"I didn't get a good start again, and it was real dusty and I couldn't see. I was in the back for about three or four laps and told myself I got to get going again," Deever said. "Towards the end of the moto those guys were getting tired, and I was just starting to come on."

Woodard pulled away from Kober and King to finish second. King was in Kober's shadow all the way to the wire for fourth place, which was good enough for second overall.

Deever also dominated both 125cc Novice motos to go four-for-four on the day. Chris Yeager finished a distant second both times out ahead of Tony Green.

Results

P/W B-2: 1. Travis Barden (Yam); 2. Timmy McDaniel (Yam); 3. Tate Misiaszek (Suz).

P/W B-1: 1. Scott Simon (Yam); 2. Joshua Grant (Yam); 3. Eric Hunter (Yam); 4. Troy Tittlemier (Yam); 5. Clark Figueras (Yam).

P/W A: 1. Blake Mitchell (Yam); 2. Kyle Barden (Yam).

P/W MOD: 1. Blake Mitchell (Yam); 2. Eric Hunter (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Shane Smith (Kaw); 3. Scott Howe (Kaw); 4. Blake Mitchell (Kaw); 5. Scott Simon (Kaw).

60 (9-11): 1. J.J. Hall (Kaw); 2. Eric Durrer (Yam).

80 (9-11): 1. Tyson Tittlemier (Suz); 2. J.J. Bonanno (Kaw); 3. Daryl Ecklund (Kaw); 4. Donnie Durrer (Yam); 5. Shane Mitchell (Kaw).

MINI BEG: 1. Dennis Wyman (Yam); 2. Bryan Lang (Kaw); 3. Kevin Townsend (Yam); 4. Brent Lancaster (Kaw); 5. Justin Witcher (Kaw).

MINI NOV: 1. Ito Posca (Yam); 2. Chris Honnold (Kaw); 3. Jake Gribbon (Yam); 4. Shaun Mitchell (Kaw); 5. Chris Thompson (Kaw).

MINI INT: 1. Chris Neitzel (Kaw).

125 BEG: 1. Brian McCormick (Kaw); 2. Jamie Myers (Kaw); 3. Doug Ellis (KTM); 4. Sean Maloney (Hon); 5. Tyler Buck (Kaw).

125 NOV: 1. Jimmie Deever (Hon) 2. Chris Yeager (Yam); 3. Tony Green (Kaw); 4. Bob Arens (Suz); 5. Keith Katz (Suz).

125 INT: 1. Loren Jenkins (Hon); 2. Mike Crosby (Kaw); 3. Jason Simmons (Kaw).

125 PRO: 1. Tony Sulek (Kaw).

250 BEG: 1. Justin Osborne (Kaw); 2. Michael Pass (Suz); 3. Chad Farrance (Hon).

250 NOV: 1. Jimmie Deever (Yam); 2. Dan King (Yam); 3. Danny Woodard (Kaw); 4. Chuck Kober (Suz); 5. Jamie Young (Yam).

250 INT: 1. Rob Dunham (Yam); 2. Jason Simmons (Kaw);.
500 BEG: 1. Dragos Lungu (KTM).
500 NOV: 1. John Daules (Hon); 2. Dal Trubey Jr. (Kaw).
JR VET BEG: 1. David Antillion (Yam); 2. Tim Konkol (Hon); 3. Greg Clark (Kaw); 4. Jon Walgren; 5. Mike Licitra (Kaw).
JR VET NOV: 1. Jim Pappe (Hon); 2. John Daules (Hon); 3. Jamie Young (Yam).
JR VET INT: 1. John Keefer (Yam).
JR VET EX: 1. Tom Engel (Hon).
VET BEG: 1. John Pindard (Hon); 2. Ken Link (Yam); 3. Jon Hall (Suz); 4. Ruthann Renaux (Suz); 5. Steven Basmajian (Yam).
VET NOV: 1. Greg Robertson (Kaw); 2. Ron Northup (Suz); 3. Todd Clark (Kaw); 4. James Coppedge (Hon); 5. Brad Anderson (Kaw).
VET INT: 1. Leo Saul (Cag); 2. Brice Worden (Yam).
VET EX: 1. Tom Engel (Hon).
SR BEG: 1. Robert Smith (KTM); 2. Rick Early (Hon).
SR EX: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam); 3. Tommy Pearl (Hon).

Hesmer handles Bear Creek Speedway

By Kevin George

CANTON, OH, AUG. 28
Young Canadian Chris Hesmer recovered from some early problems to hold off the hard-charging "Passin" Pat Reynolds and claim the Handicap main event win. The 16-year-old Hesmer started in scratch position after a rough time in the heats and led flag to flag.

Reynolds came off the 75 yard line and worked to second by the halfway mark.

Reynolds and Hesmer demonstrated classic side-by-side speedway in the corners, with Reynolds on the inside. Hesmer was outpulling Reynolds in the straights and that was the difference as Hesmer held off Reynolds by inches at the checker.

"I thought I could intimidate the kid, but he did exactly what he was supposed to do and ran his own race," Reynolds said. Sixty yard starter Kalvin Smith finished a close third with Shane Goodnight fourth.

Mark Maurer took the scratch main win with Reynolds taking another close second. Smith and Goodnight once again followed in third and fourth.

A light turnout for flat track action led to a combined event that was a real crowd pleaser. The short Bear Creek oval was a great equalizer as Don Herron put his lightweight Bultaco out in front of the open knobby bikes of John Clark and John Massie.

Brandon Campell used a 25cc displacement advantage to top the Youth class while Stephan Hayes and Damien Anderson diced on 50cc Yamahas. After splitting heats Hayes won the main.

Results

YTH: 1. Brandon Campbell (Hon); 2. Stephen Hayes (Yam); 3. Damien Anderson (Yam).
FLT TRK: 1. Don Herron (Bul); 2. John Clark (Yam); 3. John Hassie (Yam).
HDCP: 1. Chris Hesmer; 2. Pat Reynolds 3. Kalvin Smith; 4. Shane Goodnight.
SCRATCH: 1. Mark Maurer; 2. Pat Reynolds; 3. Kalvin Smith; 4. Shane Goodnight.

Lawson edges Bowen at Action Sports Supercross

By David L. Patton, Jr.

NELSONVILLE, OH, AUG. 28
Shane Lawson captured the overall wins in the 125 and 250cc Pro classes at round four of the 1993 Budweiser Supercross Series at Action Sports Supercross Park.

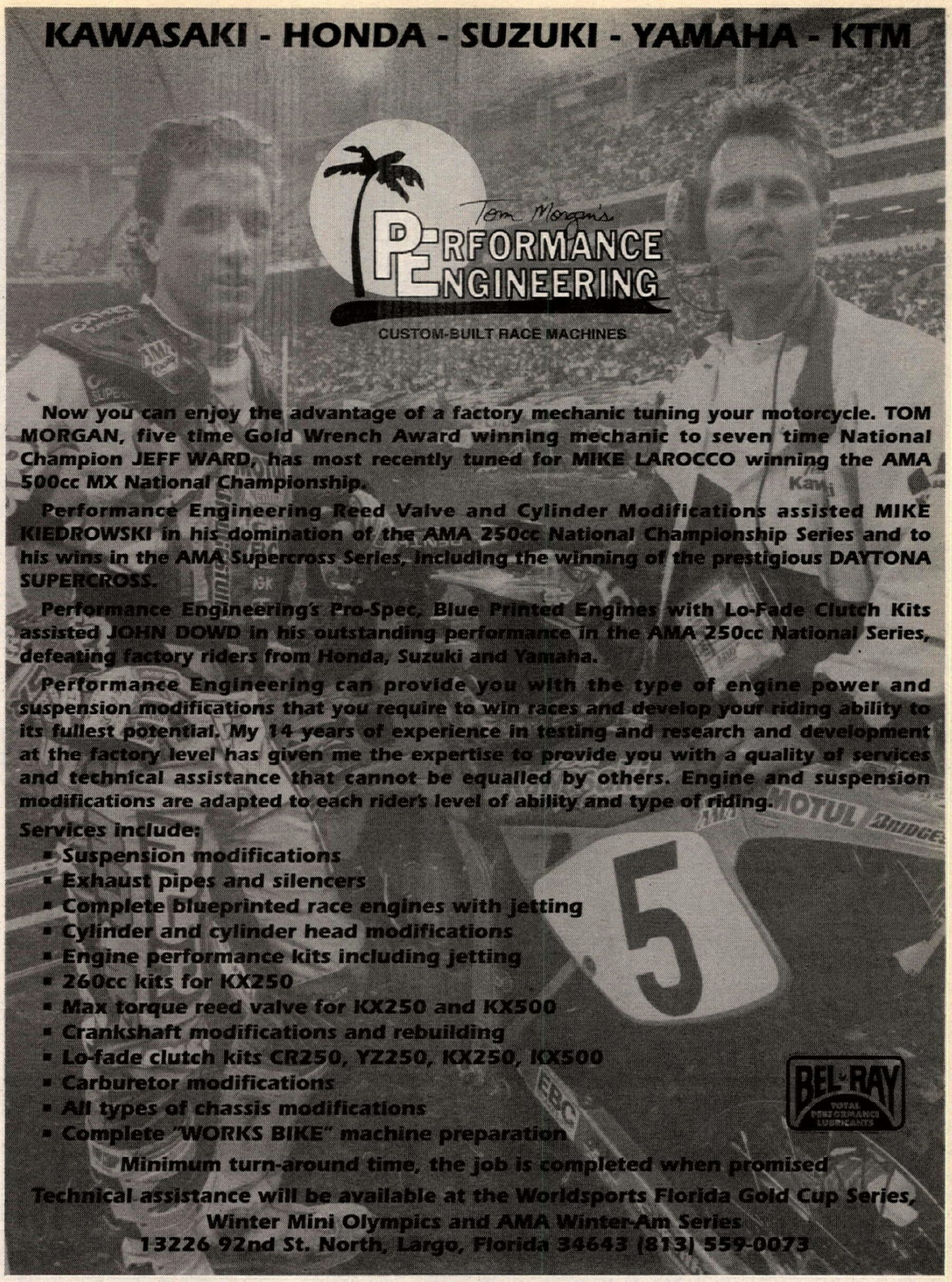
Lawson on a pair of Suzukis combined good starts and error-free riding to top Keith Bowen, a former factory Yamaha/TUF Racing star. Bowen was the fastest rider on the track, but bad luck and a crash gave Lawson the advantage and he made the most of it.

Mike Morgan got a great start in the first 250cc Pro moto. Scott Hayes held second ahead of Suzuki riders Stevie Crowe and Tommy Collier. Bowen and Lawson got midpack starts but quickly set out after the leader. On the second lap Bowen roared into second and began to catch Morgan's Sports Cycle Racing Yamaha. Hayes held third as Collier and Lawson chased Stevie Crowe for fourth. Bowen made his move in the grandstand whoops and took the lead. Crowe fell while battling with Hayes and remounted in seventh. Lawson continued his charge, and he passed Hayes for third with two laps to go. Lawson pulled out all the stops and caught Morgan on the last lap. Lawson took a big chance in the infield whoop section and nearly crashed. Bowen jetted to an easy win, and Morgan held on to second. Lawson was right behind him in third ahead of Hayes and Stevie Crowe.

Lawson knew what he had to do to beat Bowen.

"I've got to get a better start to have a chance," Lawson said.

Crowe got the holeshot in the second 250cc Pro moto ahead of Morgan and Keith Gwinn. Lawson got another midpack start, and Bowen started out in last. Bowen and Lawson moved



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(#98D) Defending three-time World Champion Wayne Rainey seized the lead in this second round of the 1993 FIM World Championship Grand Prix motorcycle road racing season and never looked back. With a strong start behind Alex Criville and Darryl Beattie, Rainey wasted no time at the beginning of the race and passed both riders by the time they reached the back straightaway on the first lap.

En route to his first victory of '93, Rainey provided some spectacular slides, enjoying the luxury to stretch out the lead without any pressure from behind. Rainey proved that even with some bugs to work out of his new bike, he remained a major contender in search of his fourth Grand Prix championship.

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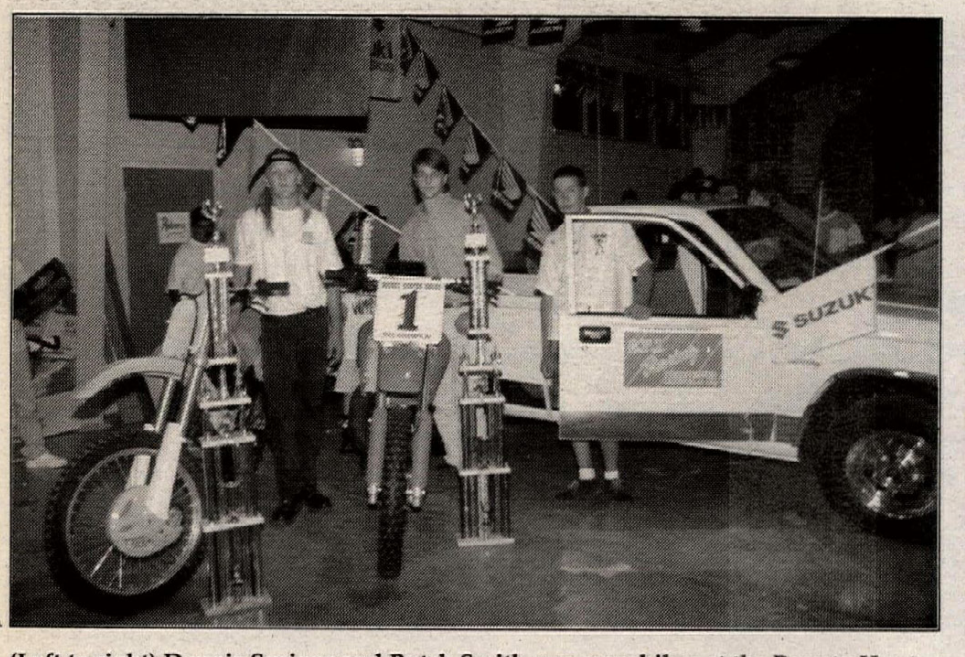
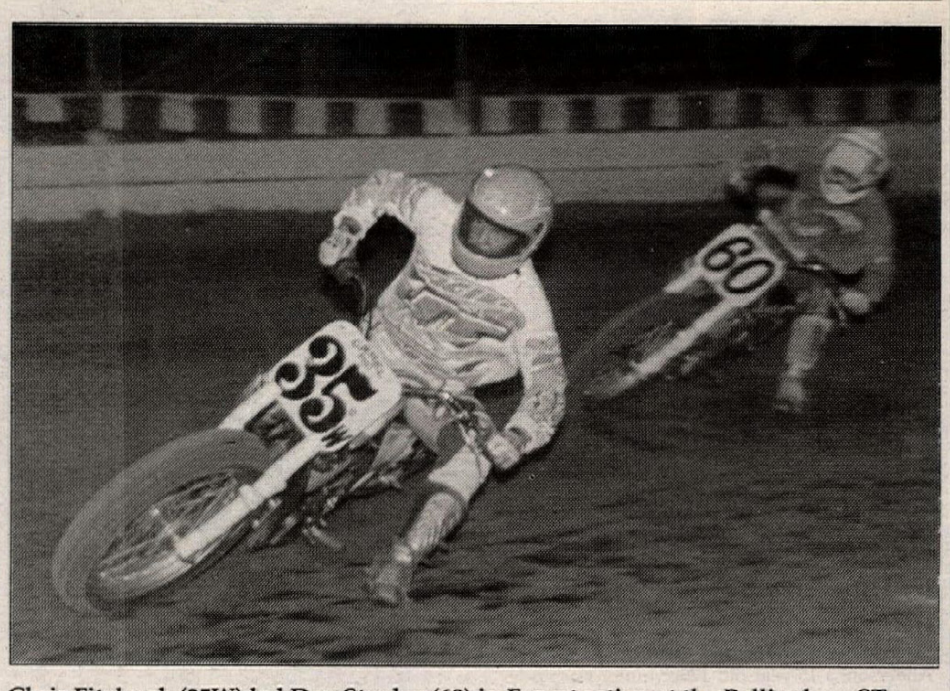
EVENTS



(Left to right) Dennis Springs and Butch Smith won new bikes at the Bounty Hunter awards banquet. Danny Derwingson won a 1993 Mitsubishi truck.



Chris Fitzhugh (35W) led Dan Stanley (60) in Expert action at the Bellingham ST.

through the field on the first lap, and by the end of the lap Bowen had moved into fourth behind Crowe, Morgan, and Hayes. Hayes passed Morgan on the back set of doubles as Bowen tried to set them both up after the big tabletop. Bowen went outside in the big berm before the infield whoops. Hayes tried to gas it as Bowen went to pass, and Hayes got out of shape, knocking Bowen down. Morgan took over second again and, Hayes recovered in third ahead of Lawson. Bowen got back up in seventh. Lawson took over third on the third lap and caught Morgan. Morgan held off Lawson until the last lap when Lawson dove under Morgan before the grandstand double jump. Bowen moved up to challenge Hayes on the last lap. Lawson caught Stevie Crowe and leaped by him over the big tabletop as Bowen passed Hayes. Morgan crashed in the back section giving Bowen third. Crowe tried to make a move on Lawson but Lawson wrapped up the moto victory and his second overall win. Crowe finished second ahead of Bowen, Hayes and Gwinn.

Many amateur riders showed up to battle for the Action Sports Series Championships and many bikes carried national numbers earned at the Amateur National Championships.

Mark Burkhart was impressive in the Mini Senior class and Brian Bartlett was perfect in 65cc and Mini Junior action.

Results

50 MICRO: 1. Willy Browning (Yam); 2. Chris Whitcraft (Yam); 3. Christopher Robertson (Yam); 4. David Herb (Yam); 5. Cody Kovach (Yam).

65: 1. Brian Bartlett (Kaw); 2. David Whitcraft (Kaw); 3. Willy Browning (Kaw); 4. Chris Whitcraft (Kaw); 5. Andy Willard (Kaw).

MINI JR: 1. Brian Bartlett (Yam); 2. Corey Arnold (Kaw); 3. David Whitcraft (Yam); 4. Terry Szarka (Kaw); 5. Ryan Williams (Suz).

MINI SR: 1. Mark Burkhart (Hon); 2. Charlie Dunaway (Kaw); 3. Jason Frecker (Yam); 4. Scott McMillin (Kaw); 5. Christopher Berry (Hon).

SCHBY: 1. Eddy Turner (Yam); 2. Todd Mouser (Suz); 3. Joshua Demuth (Yam); 4. Charlie Dunaway (Kaw); 5. Wesley Boyd (Suz).

125 B: 1. Eddy Turner (Yam); 2. Joshua Demuth (Yam); 3. David Van Curen (Suz); 4. James Evans (Kaw); 5. Scott Gainer (Kaw).

125 C: 1. Jeremy Wittekind (Kaw); 2. Douglas Collin (Kaw); 3. Billy Hart (Yam); 4. David Piccirillo (Kaw); 5. Travis Smith (Suz).

250 B: 1. Mike Hogan (Hon); 2. Doug Flinner (Yam); 3. Justin Story (Yam); 4. Jackie Welker (Yam); 5. Walter Mahoney (Suz).

250 C: 1. Wayne Bayha (Yam); 2. Todd Barnes (Suz); 3. Randy Petitt (Hon); 4. Aaron McCain (Yam); 5. Scott Creel (Yam).

OPEN B: 1. Greg Evans (Hon); 2. Shaun Swisher (Hon); 3. Randy Petitt (Hon); 4. Jerry Caldwell (Kaw).

25+: 1. Keith Gwinn (Yam); 2. Mike Morgan (Yam); 3. Mike Hogan (Hon); 4. Scott McGill (Suz); 5. Jackie Welker (Yam).

30+: 1. Greg Frye (Yam); 2. Brian Potts (Suz); 3. David Herb (Suz).

125 PRO: 1. Shane Lawson (Suz); 2. Keith Bowen (Yam); 3. Dick Hoy (Hon); 4. Nick Troutman (Hon); 5. Scott McGill (Suz).

250 PRO: 1. Shane Lawson (Suz); 2. Keith Bowen (Yam); 3. Stevie Crowe (Suz); 4. Scott Hayes (Kaw); 5. Mike Morgan (Yam).

Hicks track champion at Speedway USA

VICTORVILLE, CA, SEPT. 4

Veteran Speedway rider Gary Hicks added another title to his championship collection, taking the Scratch main and the track championship at Promoter Gene Woods' Speedway USA.

Charlie "The Edge" Venegas held off Mike Faria to win the Handicap main event while the Support class six-lap main win went to the newly returned Mark Hannah. The New Zealand/American team of Peter Lewis and Jamie Macy won the Sidecar event.

Hicks, who has won the Speedway USA track championship twice in the past, certainly had his hands full, but not from the usual expected quarter. Instead of worrying over the likes of Schwartz, Faria or Manchester, Hicks was instead most hounded by Speedway journeyman Andy Northrup. Seconds before the foursome was about start, Chris Manchester moved up and touched the starting tapes from his number three lane, immediately bringing to bear the wrath of Referee Danny Hull. Manchester was not removed from the race but instead penalized back to the 10 yard line. That left Northrup, Hicks inside on the pole, and Mike Faria in the fourth spot. As the tapes were triggered for the restart Northrup used a quick gate and a wide riding style to force both Hicks and Faria wide as the trio exited the first set of turns. It was at that moment when Hicks decided to instill a bit of subtle speedway voodoo of his own, combining a scarcely perceptible hesitation with a deft inside drift that propelled him down the back straight and into the lead as the pack entered the second set of turns on the first lap.

Northrup set himself right on Hicks pushbar but could not find a way past the experienced Hicks. Meanwhile, Manchester had taken over the third spot as Faria's night ended on the infield. Manchester moved up close to Northrup but couldn't manage a pass and had to settle for third place.

Results

SCRATCH: 1. Gary Hicks (Wes); 2. Andy Northrup (Wes); 3. Chris Manchester (Jaw); 4. Mike Faria (Wes).

HDCP: 1. Charlie Venegas (Wes); 2. Mike Faria (Wes); 3. Jim Estes (Wes); 4. Chris Manchester; 5. John Aden (Jaw).

SUP: 1. Mark Hannah (Wes); 2. Joe Erhardt (Wes); 3. Robbie Sauer (Jaw); 4. Jay Gould (Jaw); 5. Mike Boyle.

JR: 1. Jim Fishback Jr. (Wes); 2. Stephen Downing (Wes); 3. Brandon Mitchell (Wes); 4. Michael Hull (Wes).

SDCAR: 1. Peter Lewis/Jamie Macy (Kaw); 2. Kenny McIntyre/Les Ketcham (Kaw); 3. John Matherson/Dale Leeder (Yam); 4. Joe Petroglovic/Gary Passmore (Kaw).

Champions crowned at Bounty Hunter awards banquet

By Tom Pritchard

LOS BANOS, CA, AUG. 29

Over 200 people were present at the annual Bounty Hunter Series awards banquet at the Los Banos Fairgrounds Banquet Hall to witness the awards presentation. Entertainment and dinner were on tap for the guests as a full evening of enjoyment was had by all.

The evening was highlighted by the presentation of motorcycles the top riders in the series. In the Pro class the 1994 Honda CR125 was presented by John Mcoan of Clawson Honda/Yamaha to the new GFI Racing North number one Pro rider Butch Smith. Smith also picked up the number one plate that he will wear during the '94 season. In the sportsman ranks all the class winners' names were entered in a drawing for their chance at a new motorcycle from Fresno Kawasaki/Suzuki. When Al Kawasaki of FKS reached in and pulled out the winner's name the 1994 Suzuki RM was won by Dennis Springs.

After the awards and prizes were given out it was time for the main event of the night, the winning of the new 1993 Mitsubishi truck. All riders who qualified for the drawing were given tickets throughout the season, and on the night of the banquet their tickets were put into the hopper. Ten names were then drawn, and each lucky rider was allowed to pick a key from the drawing box. After the ten numbered keys were selected each participant was allowed to try to start the truck. Only one key would start the truck, and that winning key was held by Danny Derwingson. All who attended voiced their congratulations to the lucky winner.

Oeschle Jr. squeaks to McKean County Hare Scrambles win

By R.C. Graham

REW, PA, AUG. 29

John Oeschle Jr. captured round six of the NewYork State Championship Hare Scramble Series in western Pennsylvania, which took place under perfect weather conditions and with a strong contingent of riders from several states.

The highly competitive Expert class left the line with Ross Benson taking command for two laps. Kawasaki pilot Dave Faery and Oeschle Jr. filed in behind Benson. Oeschle Jr. made his move to second on lap two and grabbed first on lap three. He then moved out to a decent lead until Benson closed considerably on lap seven. The two speedsters raged through lappers for the final two laps. The dash for the win had Oeschle Jr. squeaking through the finish-line barrels first by a scant two seconds. Faery rolled in third some two minutes behind the battling duo.

The 250 Amateur class took off with John Turk heading a pack including Ivan Thompson and point leader Ed Morse. Scott Brown found himself mired back in seventh with a bad start. Morse soon took his place up front on lap two and held for the win. Brown charged to an incredible second, passing third place finisher Turk on the final lap.

In Open Amateur action the tussle for the lead was intense. There were four different leaders during the first two laps. On lap three Al Skillman took control for a steady four laps. Dan Nicoloff was back in eighth after a rough start, but he continued to move toward front-runners Jim Steiner and James Denk with consistent riding. Jockeying for the top three positions took place during laps four through six. Nicoloff roosted and relegated Skillman to second place, eventually moving away to one-minute victory. Skillman had the misfortune of getting hung up on a silty uphill climb that gave everyone fits and dropped him to fifth. Denk persevered for second place.

Another fierce battle occurred in the 200cc Novice division. Matt McCabe and Rich Graham fought tooth and nail for the lead while working their way past the Vet and Amateur lines that started in front of them. McCabe held the point for half the race with Graham nipping at his heals. After falling a few times attempting to pass McCabe, Graham took over with a hairball, sixth-gear pass on the fifth lap. Soon after, McCabe had to stop for brake lever repairs that put him two minutes behind. Larry Brodell rode well for third. Kawasaki rider Eric Boberg and Matthew Hooper rounded out the top five.

The 250cc Novice class was once again the biggest class of the day. Mark Palombo worked hard to earn the win after Mike Beebe, who led five laps, fell to fourth with a major problem on the fourth lap. Mike Johnson rode in second place the entire race for a fine runner-up placing.

Results

EX: 1. J. Oeschle Jr. (Kaw); 2. R. Benson (Suz); 3. D. Faery (Kaw); 4. J. Singleton; 5. E. Ogden.

200 AM: 1. D. Heider (Kaw); 2. K. Smith; 3. T. Westbrook; 4. K. Welch (Kaw);

250 AM : 1. E. Morse (Kaw); 2. S. Brown (Suz); 3. J. Turk (Kaw); 4. I. Thompson 5. J. DiFonso (KTM).

OPEN AM: 1. D. Nicoloff (KTM); 2. J. Denk (Hon); 3. J. Steiner (KTM); 4. D. Kellum; 5. A. Skillman (Kaw).

200 NOV: 1. R. Graham (Kaw); 2. M. McCabe (Kaw); 3. L. Braddel (Kaw); 4. E. Boberg (Kaw); 5. M. Hooper.

250 NOV: 1. M. Palombo (Suz); 2. M. Johnson (Hon).

OPEN NOV: 1. J. Sul; 2. R. Schaff (Kaw); 3. M. Petri; 4. D. Dockslader (Kaw).

VET B: 1. D. Gubula (Kaw); 2. D. Arwold; 3. G. Boberg; 4. B. Springer (Kaw).

VET INT: 1. L. Bailey 2. J. Fauthner; 3. R. Hartel (Yam); 4. R. Price (KTM).

SR A: 1. L. Michael; 2. J. Not (Suz); 3. G. Socia (Kaw).

SR B: 1. G. Loren; 2. G. Lassiter; 3. T. Palombo; 4. J. Oeschle (Hus).

Fitzhugh flies at Bellingham ST

By Dave Hoenig
Photo by Flat Trak Fotos

BELLINGHAM, WA, SEPT. 10

Chris Fitzhugh, aboard his Sea-Trac Cycle/Bell/Interstate Electronics/Acurite Automotive/-sponsored Yamaha topped a solid field of 36 Expert riders at the Mount Baker Motorcycle Club's Hannegan Speedway. The club-promoted $2500 Pro-Am event served as a warm-up for the 600cc National scheduled for the next night.

With only the winners of the six Expert heats making the main, action was fast and furious.

Heat wins went to Shane Buthchart, Fitzhugh, Dan Stanley, Russ Yamamoto, Kirk Strong, and John Wincewicz.

Non-qualifiers were placed into three semis with the top two finishers going into the main. Jeff Annen, Joe Kopp and Randy Roose were the winners.

Stanley, because of his fast heat time, sat on the pole for the Expert main with all the other heat winners joining him on the front row. Butchart jumped the start and was sent to the penalty line.

When the green light flashed, Fitzhugh took the point with Stanley and Strong close behind. Although the battle for the lead was heated one, neither Stanley nor Strong could displace Fitzhugh during the 15-lap race. The race ended with the top three positions unchanged. Roose was a lonely fourth over Annen and Rob Damron.

The Pro-Am class was divided into four heats with only two advancing to the main. The rest of the riders were sent to the Last Chance where the top four would move up. The heats were won by Jason Enderson, Jeff Rister, Kurt Edwards and Lance Strong. Dennis Armstrong won the Last Chance race.

The Pro-Am main got off to a rocky start as Jerry Southworth fell in turn one and was unable to amke the restart. Rister wasted little time pushing his Roger Lester Racing/Mr.& Mrs. Bob Ainslie/Fram-Autolite/Exide Battery/Jer's Cycle/Schapp-sponsored Honda into first. Rister held a smooth line and pulled away the entire race. Enderson held down second over Edwards then Eric Rickman. Rickman closed on Enderson and tried to take second but could not make the pass.

Disaster struck as Rister was taking the checkered flag. Rickman slid down in turn four, and his Rotax spun down the front straight where Edwards hit the bike at full speed, shooting him high into the air. Edwards had no more than hit the ground when Justin Ownbey also hit Rickman's bike. Ownbey duplicated Edwards' flip with Ownbey's bike landing on Edwards. What looked to be a terrible spill left both Ownbey and Edwards very shaken, but after a trip to the hospital, but were released. Enderson finished second, Tom Sherman was awarded third when the scoring was settled.

Eli Price won the 250cc Amateur class. Price easily defeated the fellow heat winner Joe Wade and Helder Alvernaz. Steve Johnson took fourth over last heat winner Ron Linbacher.

Results

EX: 1. Chris Fitzhugh (Yam); 2. Dan Stanley (Rtx); 3. Kirk Strong (Rtx); 4. Randy Roose (Rtx); 5. Jeff Annen (W-R).

PRO-AM: 1. Jeff Rister (Hon); 2. Jason Enderson (W-R); 3. Tom Sherman (W-R); 4. Troy Donald (Hon); 5. Dave Stering (Rtx).

OPEN: 1. Todd Davies; 2. Joe Wade; 3. Gerald Tenret; 4. Ed Bushnell; 5. Dean Welsh.

250: 1. Eli Price; 2. Joe Wade; 3. Helder Alvernaz; 4. Steve Johnson; 5. Ron Linbacher.

30+: 1. Todd Davies; 2. Joe Carrera; 3. Steve McCauley; 4. Robert McLemore.

30+ (250): 1. 1. Brad Poe.

40+: 1. Roger Stanley; 2. Mike Annen; 3. Jim Roseth; 4. Steve McCauley; 5. Dennis Lop.

VINT SGL: 1. Brad Poe; 2. Rick Merringer.

VINT TW: 1. Roger Stanley; 2. John Parrish; 3. Michael Sterling.

PHOTO# 0612

New truck for Anderson at Perris Motocross

By Tony Alessi

PERRIS, CA, SEPT. 4

"I never win anything," said an elated Eric Anderson, a 15-year-old 125cc Junior class rider who won a brand-new Chevrolet S-10 truck at the final round of the GFI Win a Truck Night Series, held at Perris Raceway.

Anderson, along with the top five series finishers in each of the amateur classes, were all entered in the raffle for the truck. From the many slips of paper that filled the hat, five finalists' names were drawn. Plus-35 Novice class rider Pryor Campbell, Women's class rider Ashley Keefer, 125cc Beginner Tommy Chacon, and 125cc Juniors David Hughes and Anderson were selected as the five finalists.

Each finalist then chose one of five truck keys, but only one would have the correct key that would bring the truck to life. Anderson was the next-to-last finalist to try his key, and the spectators howled when his key started the Chevy's motor.

"I can't believe it, we were almost ready to leave," said Anderson, whose evening started out on the rocky side. "I crashed hard in my first moto. I cartwheeled over the bars, then my pipe burned a hole through the gas tank. I barely finished the moto and my bike almost caught on fire."

Though he wasn't able to compete in the second moto, Anderson finished the series fifth overall in the 125cc Junior class and qualified for the drawing. Anderson will turn 16 in January of 1994, and now has an extra reason to look forward to his birthday.

Results

50 FT: 1. Cheyene Picard (Yam); 2. Jeff Alessi (Yam).

50 BEG: 1. Dallas Peick (Yam); 2. Aron Tomota (Yam); 3. Jeff Loop (Yam).

50 STK EX: 1. Bryan Matthews (Yam); 2. Joe Anderson (Yam); 3. Chad Munn (Yam).

50 STK INT DIV 1: 1. Justin Lavoie (Yam); 2. Justin Munyon (Yam); 3. Kyle Foltz (Yam); 4. Ricky Oliver (yam); 5. Matthew Clark (Yam).

50 STK INT DIV 2: 1. Mike Alessi (Yam); 2. Jeff Belsby (Yam); 3. Justin Wilson (Yam); 4. James Baker (Yam); 5. Cory Wheeler (Yam).

50 MOD EX: 1. Bryan Matthews (Yam); 2. Chad Munn (Yam).

50 MOD INT: 1. Charlie Jenkins (Yam); 2. Justin Lavoie (Yam); 3. Justin Munyon (Yam); 4. Ricky Oliver (Yam); 5. Matthew Clark (Yam).

60 0-8 BEG: 1. Nick Alvarez (Kaw); 2. Chad Gaumer (Kaw); 3. Ryan Picard (Kaw); 4. Derrick McClintock (Kaw); 5. Joe Anderson (Kaw).

60 9-11 BEG: 1. Jason Ciarletta (Kaw); 2. Chris Rogers (Kaw); 3. Austin Jones (Kaw); 4. Danny Pettingill (Kaw); 5. Garth Beavers (Kaw).

60 NOV: 1. Bryan McGavran (Kaw); 2. Scott Munyon (Kaw); 3. Jeff Shaw (Kaw).

80 BEG: 1. Newcomer (Kaw); 2. Chris Panek (Yam); 3. Ryan Dudek (Yam); 4. Wes Carey (Suz); 5. Dylan Lord (Kaw).

80 NOV: 1. Bryan McGavran (Yam); 2. Sean Hamblin (Yam); 3. Mark Tilley (Hon); 4. Oscar Valdez (Kaw); 5. Joshua Carter (Yam).

125 BEG: 1. Dean Beachamp (Suz); 2. Tommy Chacon (Yam); 3. Jeffrey Fish (Yam); 4. Nick Norton (Suz); 5. Mark Carlstrom (Kaw).

125 NOV: 1. Glenn Branson (Suz); 2. Chuck Enscoe (Yam); 3. Chris Packwood (Kaw); 4. Chuck Parker (Suz); 5. Jason Abbott (Yam).

125 INT: 1. Mike Ulrich (Hon); 2. Raymond Powers (Kaw); 3. Clint Warner (Hon); 4. Larry Camomile (Hon).

125 PRO: 1. Greg Schnell (Suz); 2. Craig Canoy (Suz); 3. Ryuichi Yamada (Suz).

250 BEG: 1. Kelly Patton (Hon); 2. Bryan Davis (Yam); 3. David Queyrel (HoN0; 4. Craig Williams (Hon); 5. Mike Motter (Hon).

250 NOV: 1. David McCown (Hon); 2. Anthony Hudsall (Hon); 3. Bret Milan (Yam); 4. Max Nelson (Yam); 5. Chris Repp (Kaw).

250 INT: 1. Clint Warner (Suz); 2. Eric Wright (Suz); 3. Robert Briggs (Kaw).

250 PRO: 1. Tracy Monterone (Yam).

500 BEG: 1. Paul Evans (Suz); 2. Henry Kokosenski (Hon); 3. Douglas Knox (Hon).

Goat Breker (right) presented Eric Anderson with the keys to a new truck at Perris MX.

500 NOV: 1. Patrick Vertich (Hon); 2. Greg Verdugo (Hus); 3. Fred Thiel (Hon); 4. John Navarro (Hon).

500 INT: 1. Jim Henn (Hon).

500 PRO: 1. Pete Murray (Hus).

+25 BEG: 1. Chris Waters (Yam); 2. Tom Gerger (Hon); 3. Chris Gallo (Hon); 4. Les Holland (Hon); 5. Laython Loop (Hon).

+25 NOV: 1. Darrell Stratham (Yam); 2. Gary Harada (Yam); 3. CT Falk (Yam); 4. Jim German (Yam); 5. Tim Nash (Hon).

+25 INT: 1. Kevin Fringer (Kaw); 2. Bob Johnson (Kaw).

+30 NOV: 1. Pryor Campbell (Kaw); 2. Andrew Smith (Suz); 3. CT Flak (Yam); 4. Kelly McDougal (Suz); 5. Mark Sandmizer (Kaw).

+30 INT: 1. Ken Erb (Kaw); 2. Bob Johnson (Kaw); 3. Jim Henn (Hon); 4. David Sarian (Yam).

+35 NOV: 1. Jeff Arzouman (Suz); 2. Phl Harp (Hon); 3. Dan McClintock (Kaw); 4. Wayne Carey (Hon); 5. Richard Gloss (Yam).

+40: 1. Wayne Carey (Hon); 2. Rick Workman (Hon).

VET PRO: 1. Pete Murray (Kaw); 2. Buc Ybarra (Kaw).

WMN: 1. Ashley Keefer (Yam); 2. Erin Donnelly (Kaw).

Ortner takes two at Florida MX

By Kyle Myers

OCALA, FL, SEPT. 5

Jon Ortner captured both the 250cc A and 30+ class wins in the 23rd round of the Florida Motocross Club Series at the Florida Motosports Complex.

When the 30+ class rocketed off the line John Lundy led the way with Ortner, Tim Eggers, Jimbo Hayes and Mitchell Holstein in hot pursuit. Ortner quickly displaced Lundy to take the lead. Hayes and Holstein battled the whole moto, but Hayes held off Holstein. Ortner took an easy win over Lundy, Eggers, Hayes and Holstein.

The second moto started out with Lundy again taking the early lead, with Eggers, Holstein, Hayes and Mike Reilly giving chase. First moto winner Ortner bogged off the start line and was at the rear of the 10-rider field. At the end of lap one Ortner was in sixth place and charging. Ortner then motored by Hayes on the uphill and jumped by Holstein for third. Ortner sliced by Eggers on the new off-camber section, while closing the gap on leader Lundy. With two laps to go, Kawasaki of Ocala/EBC/Ceet/Oakley/Bridgestone/Renthal/Sinisalo/Performance Engineering-backed Ortner dove underneath Lundy to take the point position.

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EVENTS

John Tookey (6) raced with Brent Randolph (27) under the lights at LACR.

Dee Wood (3) beat Tiffany Greenwood (2) for the Women's Pro win at Perris MX.

Ortner then opened up a lead to the checkered flag. Lundy, Eggers, Holstein and Hayes rounded out the top five.

In other racing action Jason Thomas topped the Super Mini, 80cc (12-13) and Run What You Brung classes, winning six motos. Lee Tathan won all four motos in the 125 and 250cc C divisions.

Results

P/W: 1. Justin Holstein (Yam); 2. Matt Goerke (Yam); 3. Randy Charren (Yam); 4. James Bondeson (Hon); 5. Ryan Northey (Yam).

65: 1. Chaz Northey (Kaw); 2. Ronnie Wilkes (Kaw); 3. Matt Johnson (Kaw); 4. James Bondeson (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Andrei Boloni (Suz); 3. Clint Shealy (Kaw); 4. Tyson Hadsell (Kaw); 5. Matt Johnson (Kaw).

85 (12-13): 1. Jason Thomas (Kaw); 2. Mike Kushider (Suz); 3. Chris Sacik (Yam); 4. Rich Baslie (Kaw).

85 (14-15): 1. Matt Kraichley (Yam); 2. Scott McGuigan (Hon); 3. Dwayne Cerny (Yam); 4. Russell Jones (Hon).

S/MINI: 1. Jason Thomas (Kaw); 2. Matt Kraichley (Yam); 3. Andrei Boloni; 4. Clint Shealy (Kaw); 5. Paul Reilly (Suz).

250 C: 1. Lee Tathan (Yam); 2. Greg Boyle (Hon); 3. Jeff Neilander (Hon); 4. Brett Bohannon (Kaw); 5. Robert Armstrong (Suz).

250 A: 1. John Ortner (Kaw); 2. Gary Allred (Suz).

16-24: 1. Steve Dumond (Suz); 2. Gary Allred (Suz); 3. Jeff Neilander (Hon); 4. James Joiner (Hon); 5. Brett Bohannon (Kaw).

125/250 BEG: 1. Brent Hawkey (Suz); 2. Steve Christiansen (Hon); 3. Todd Langford (Kaw); 4. Trent Stein (Yam); 5. Scott Murray (Kaw).

125 C: 1. Lee Tathan (Yam); 2. Clint Frank (Hon); 3. James Joiner (Hon); 4. Travis Willis (Hon); 5. Herschel Auxier (Hon).

125 B: 1. Kyle Myers (Hon); 2. Greg Simpson (Yam).

125 A: 1. Josh Latina (Kaw).

250 B: 1. Sean Avera (Suz); 2. Mike Duffield (Kaw); 3. Steve Dumond (Suz).

25+: 1. John Lundy (Yam); 2. Steve Dye (Hon); 3. Tim Eggers (Suz); 4. Jimbo Hayes (Hon); 5. Jeff Bankston (Hon).

30+: 1. John Ortner (Kaw); 2. John Lundy (Yam); 3. Tim Eggers (Suz); 4. Mitch Holstein (Kaw); 5. Jimbo Hayes (Hon).

35+: 1. Tom Fogg (Kaw); 2. Mike Henefee (Suz); 3. Joe Steidl (Hon).

40+: 1. Robert Godfrey (Kaw); 2. Tom Fogg (Kaw); 3. Terry Sacik (Yam); 4. Joe Steidl (Hon); 5. Greg Parsons (Yam).

OPEN NOV: 1. Mitch Holstein (Kaw); 2. Steve Dye (Hon); 3. Armando Carrasquillo (Hon); 4. Robert Wood (Hon); 5. Ernest Woods (Hon).

Smith smokes 'em at LACR MX

By Greg Robertson

PALMDALE, CA, SEPT. 10

Travis Smith was a dominant force as the Yamaha YZ80 pilot reeled off a couple of holeshots and disappeared into the night to easily score the overall victory in the Mini Beginner class at California Racing Club's Friday night motocross at Los Angeles County Raceway.

The EZ Racing/Sals Town/Smith Chiropractic/Antelope Valley Yamaha /Kawasaki- sponsored Smith blitzed off the starting line in the first moto with Mike Thompson, Nick Stone and Shawn Scott in hot pursuit. Smith had everything in control, staying a turn ahead of the second place battle between Thompson and Stone. At the midway point Stone slid out in a turn and dropped to fifth. This gave Thompson some relief as he continued on to take second behind Smith, who had a five second advantage at the checkered flag.

"I just got out front and tried to ride smooth," said Smith. "I had a little trouble with lappers, but I really like racing at night."

Smith again had the quickest reaction time and led Thompson, Johner Faulkner and J.R. Terry at the second moto start. Smith opened up the throttle and slowly pulled away from the other 14 riders to take the checkered flag.

"I just kept pulling away. The track was a little more rutted, but it was better, was more broken in. It had some lines." said Smith after the race.

Thompson had an easy time in second place until Stone caught up to him after a sixth-place start. Thompson, Stone and Faulkner engaged in a tight three-rider fight for third that ended when Stone landed off the side of a jump and crashed. Faulkner used an inside move on Thompson to make the final pass for second place on the last lap. Thompson earned second overall with 2-3 finishes over Faulkner's 6-2 score.

Dale Barnett easily won the first 250cc Beginner moto over Eddie Legiu. Bret Randolph put in an excellent ride, coming from a last place start to pressure Rich Cordes for third by the last lap. Randolph ended up collecting third in the moto when Cordes mistook the white flag for the checkered flag and pulled off the track a lap early.

It was all Barnett in the second moto, leading every inch of the way for the overall victory. Legiu took a safe second well ahead of the fight between Randolph and Cordes for third. With the white flag out, Cordes out-braked Randolph going into a turn only to be repassed on the next jump. The two riders were exactly side by side off the finish line jump with the scorekeepers giving Randolph the nod.

Results

P/W B-2: 1. C.J. Messer (Yam); 2. Ryan Roybal (Yam); 3. Derek Gregory (Yam); 4. Travis Wisa (Yam).

P/W B-1: 1. Clark Figueras (Yam); 2. Brett Mountain (Yam); 3. Max James Sweeney (Yam); 4. Aron Tomota (Yam).

P/W A: 1. Scott Howe (Yam); 2. Chris Nihan (Yam); 3. Blake Margheim (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Chris Nihan (Kaw); 3. Tim Buntin (Kaw); 4. Gerard Patin (Kaw); 5. Blake Margheim (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner (Yam); 3. Todd Gosselaar (Kaw); 4. J.R. Terry (Yam); 5. Bo Williams (Kaw).

MINI BEG: 1. Travis Smith (Yam); 2. Mike Thompson (Hon); 3. Johner Faulkner (Yam); 4. Joe Mendoza (Kaw); 5. Nick Stone (Yam).

MINI NOV: 1. Jason Dubin (Suz); 2. Josh Ahern (Hon); 3. Todd Gosselaar (Yam).

MINI INT: 1. Christophter Gosselaar (Kaw); 2. Ito Posca (Yam).

125 BEG: 1. Mike Johnson (Kaw); 2. Wes Faria (Kaw); 3. Serg Avanto (Kaw); 4. Bryce Thompson (Kaw); 5. Ken Terracciano (Kaw).

125 INT: 1. Mike Crosby (Kaw).

125 PRO: 1. Tony Sulek (Kaw).

250 BEG: 1. Dale Barnett (Yam); 2. Eddie Legliu (Kaw); 3. Bret Randolph (Suz); 4. Ray Harp (Kaw); 5. Todd Moore (Hon).

250 NOV: 1. Bob Bottcher (Hon).

500 NOV: 1. John Tookey (Kaw).

500 PRO: 1. Tony Sulek (Kaw).

JR VET BEG: 1. Ray Harp (Kaw); 2. Robert D. Faussett (Suz); 3. John Casco (Kaw); 4. Tim Wiedmann (Suz); 5. Gary Campbell (Yam).

JR VET NOV: 1. Corrado Meneghello (Hon); 2. Vawle Kelley (Kaw).

VET BEG: 1. Elmer Silfies (Yam); 2. Bob Lucas (Kaw); 3. Larry Williams (Hon).

VET NOV: 1. Steve Williams (KTM); 2. Mark McCulloch (Kaw); 3. Doug Tempo (Hon); 4. John Tookey (Kaw).

VET INT: 1. Mark Reha (Hon).

VET EX: 1. Tom Webb (Hon).

VET PRO: 1. Mark Horton (Yam).

Malvern MX win to Long

By Peggy Adamic

MALVERN, OH, SEPT. 4

Rob Long rang up 2-1 moto finishes enroute to scoring the overall victory in the 250cc C class at Malvern Moto Sport Park.

Long grabbed the lead off the line to begin moto one with Pat Cipullo and Ryan Weaver close behind. Weaver quickly dispensed of Cipullo with John Wigle motoring into third to begin lap three. Long and Weaver ran a wheel-to-wheel battle through the final lap when Weaver took over the lead for the first moto win. Long was next with Wigle, Don Loree and Ernie Berry rounding out the top five.

When the gate dropped to begin moto two, long was again the front-runner with Weaver in tow. Long went untouched as he scored a wire-to-wire win with Weaver and Loree trailing. Dick Mathias motored into fourth ahead of Ryan Klein.

Dave Brammer was a double moto winner in the 125cc C class as the KTM rider took two start-to-finish moto wins. Brammer took the lead in the first moto with Jim Martines and Jason Pahanish close behind. While Brammer pulled away from the pack, Martines had his work cut out for him as Pahanish remained on his rear wheel through the first five laps. Pahanish was able to drive into second with less than a lap to the checkered flag. Martines held third ahead of Ray Collier and Steve Spring.

In moto two, Brammer was again in the lead through turn one with Pahanish on his rear wheel. The two riders rode a tight race through lap three when they tangled. Pahanish was left trackside picking up his bike while Brammer went on to take the win. Martines, Collier, Steve Schonauer and Spring rounded out the top five.

In Open B class action, Johnny Young continued his domination of the class with another double moto victory. Dan Morgan gave Young a run for first place in each of the two outings.

Results

50: 1. Jacob Hagy (Yam); 2. Brandon Wagner (Yam); 3. Derick Espenschied (Yam); 4. Frank Gallo Jr. (Yam); 5. Chris Spotts (Yam).

60: 1. Gavin Gracyk (Kaw); 2. B.J. Wagner (Kaw); 3. Derick Espenschied (Kaw); 4. Jacob Hagy (Kaw); 5. Matt Barnes (Kaw).

JR MINI: 1. Scott Kuchler (Yam); 2. Clint Tolliver (Kaw); 3. Shaun Kuchler (Yam); 4. Matt Snider (Kaw); 5. Justin Haislip (Yam).

SR MINI: 1. Corby Campo (Hon); 2. Joey Ballinger (Kaw); 3. Rob Landsberger (Kaw); 4. Fred Henderson (Kaw); 5. Patrick Klase (Kaw).

SCHBY: 1. Fred Henderson (Kaw); 2. Patrick Klase (Suz); 3. Mike Wagner (Yam); 4. Kevin Evans (Suz); 5. Dan Poole (Hon).

125 A: 1. Larr Bellman (Hon); 2. Bryan Bellinger (Suz).

125 B: 1. Michael Dowd (Hon); 2. Donny Lewis (Hon); 3. Nate Glista (Yam); 4. Tim Mosberger (Kaw); 5. Mike Meadows (Hon).

125 C-1: 1. Dave Brammer (KTM); 2. Jim Martines (Hon); 3. Ray Collier (Hon); 4. Steve Spring (Hon); 5. Lane Teater (Hon).

125 C-2: 1. Brandon Irwin (Suz); 2. Tim Hoover (Suz); 3. Brad Willaman (Suz); 4. Walter Vargo (Kaw); 5. Steve Catteau (Hon).

250 B: 1. Joe Maretich (Yam); 2. Jim Smith (Suz); 3. Chris Munson (Yam); 4. Mark Pahanish (Hon); 5. Mike Smith (Suz).

250 C-1: 1. Jim Clark Jr (Yam); 2. Brian Shuman (Yam); 3. Ray Collier (Kaw); 4. Brent Centofanti (Hon); 5. Pat Riley (Suz).

250 C-2: 1. Rob Long (KTM); 2. Ryan Weaver (Kaw); 3. Don Loree (KTM); 4. Ernie Berry (Yam); 5. John Wigle (Yam).

25+: 1. Brian Spotts (KTM); 2. Curt Baldwin (Hon); 3. Steve Wilmington (Kaw); 4. Jim Cipullo (KTM); 5. Johnny Young (KTM).

OPEN B: 1. Johnny Young (KTM); 2. Dan Morgan (KTM); 3. Mike Gorman (KTM); 4. Ray Welsh (KTM); 5. Todd Jones (Hon).

SR 1: 1. Brian Spotts (KTM); 2. Steve Wilmington (Kaw); 3. Curt Baldwin (Hon); 4. Dan Morgan (KTM); 5. Chris Munson (Yam).

SR 2: 1. Dan Morgan (KTM); 2. John Wirick (Hon); 3. Tom Ballinger (Hon); 4. Larry Mathing (Suz); 5. Vic Collier (Kaw).

S/SR: 1. Jerry Boyd (Yam).

Wood doubles at Perris MX

By Tony Alessi

PERRIS, CA, SEPT. 4

Texan Dee Wood posted an impressive four-moto sweep of both the 125 and 250cc Pro classes during the Women's Motorsports Association-promoted Women's MX Championships at Perris Raceway.

Wood started her day on a positive note with the holeshot in the first 125cc Pro moto. Local racer Tami Rice was running a strong second followed by Aussie Tiffany Greenwood, and Hawaii's Corina Chinen. Greenwood wasted little time with Rice and made her move at the start of the second lap. Greenwood was on the gas, and in less than a lap caught and began to push Wood. With the lead on the line both riders set an awesome pace and pulled away from the field. The battle continued until Greenwood bobbled and dropped back. Greenwood did manage to get back on pace but her charge came too late to be considered a serious threat. Wood motored across the line for the win followed by Greenwood, Chinen and Rice. Arizona's Diane Piper came from dead last to finish fifth.

The second moto seemed to duplicate the first, with Wood and Greenwood out front and battling. This time Piper started third but had to contend with a hard-charging Chinen. As the race wore on, Greenwood seemed to wear down and slip off pace. Wood went on for the win while Greenwood settled for second. Chinen got the best of Piper for third by virtue of a last-lap pass. Teenager Jamie Pamintuan rounded out the top five in front Rice, who raced the greater part of the second moto with a flat rear tire.

Wood was back later in the day to post a wire-to-wire win in the first 250cc Pro moto. Greenwood was once again the runner-up followed by Chinen and Piper.

Greenwood by this time must have been getting tired of playing second fiddle to Wood. At the start of the second moto she roosted off the line with the holeshot. Greenwood was blazing fast during the first part of the moto and began to open a significant lead until she fell off her motorcycle near the finish line. Wood inherited the lead and cruised to the moto and overall win. Chinen made the best of Greenwood's mishap and scored the runner-up position while Greenwood picked herself up off the ground for third.

Last year's First Timer class winner, Christine Russell, moved up to the Beginner class for this year's event. Russell smoked the pack on an 80cc machine during the first moto. Cheri Feathergill bested Laurie Schipper for second while Brenda Yancy and Julie Sokatch rounded the top five. Russell looked liked she was on her way to a repeat performance in the second moto, but she fell hard at the base of the steep jump at the end of the rockers. Russell took a long time to remount and would eventually charge back for fourth behind Sokatch, Schipper and overall winner Feathergill.

Results

WMN P/W STK: 1. Tarrah Johnson (Yam); 2. Jillian Bennett (Yam).

WMN 60: 1. Heather Matthews (Kaw).

WMN P/T: 1. John Scott Patterson (Hon); 2. Terry Varner (Yam); 3. Tony Alessi (Suz); 4. Rusty Hannah (Kaw); 5. Mike Bierman (Kaw).

WMN F/T: 1. Jasmine Reid (Yam); 2. Jo Doran (Yam); 3. Stacy Beebe (Hon); 4. Rosse Ann Pollo (Kaw).

WMN BEG: 1. Cherri Feathergill (Kaw); 2. Laurie Schipper (Suz); 3. Christine Russell (Suz); 4. Julie Sokatch (Kaw); 5. Brenda Yancey (Hon).

WMN JR: 1. Jenny Pray (Yam); 2. Aahley Keefer (Yam); 3. Darcy Patterson (Hon); 4. Lydia Couch (Yam); 5. Maryann Message (Hon).

WMN INT: 1. Jodi Lynn Hollow (Suz); 2. Erin Donnelly (Kaw).

WMN 125 PRO: 1. Dee Wood (Kaw); 2. Tiffany Greenwood (Kaw); 3. Corina Chinen (Kaw); 4. Diane Piper (Suz); 5. Tami Rice (Suz).

WMN 250 PRO: 1. Dee Wood (Kaw); 2. Corina Chinen (Kaw); 3. Tiffany Greenwood (Kaw); 4. Diane Piper (Suz); 5. Brenda Hannah (Kaw).

WMN VET 30+: 1. Brenda Hannah (Kaw); 2. Gale Webb (Hon); 3. Debbie Matthews (Kaw); 4. Darcy Patterson (Hon); 5. Shirlyn Smith (Hon).

50 F/T: 1. Jeff Alessi (Yam); 2. Joshua Brown (Yam).
50 BEG: 1. Aron Tomata (Yam); 2. Jeff Christy (Yam); 3. Jimmy Williams (Yam); 4. Matthew Thorp (Yam); 5. Tyler Johnson (Yam).
50 STK D-1: 1. Joey Christy (Yam); 2. Daniel Taft (Yam); 3. Nathan Pamintuan (Yam).
50 STK D-2: 1. Mike Alessi (Yam); 2. Justin Lavoie (Yam); 3. Matthew Clark (Yam); 4. J.R. Williams (Yam).
50 MOD D-1: 1. Daniel Taft (Yam); 2. Joey Christy (Yam).
50 MOD D-2: 1. Matthew Clark (Yam); 2. Tarrah Johnson (Yam).
60 BEG: 1. David Sullins (Kaw); 2. Chris Thorp (Kaw).
60 NOV: 1. Ross Garcia.
80 BEG: 1. Ross Garcia; 2. Cory Williams (Yam); 3. Jason Steel (Yam); 4. Neil Rauschenberg (Hon); 5. David Wood (Kaw).
80 NOV: 1. Mark Tilley (Hon).
125 BEG: 1. Jason Rynders (Suz); 2. Ryan Orr (Yam); 3. Bob Woolsey (Suz); 4. Derek Reining (Yam).
125 NOV: 1. Chris Packwood (Kaw); 2. Carlos Enscoe (Yam); 3. Joe Spisak (Hon); 4. John Nelson (Yam); 5. Robert Weston (Hon).
125/250/500 INT: 1. Erick Poston (Kaw); 2. Dean Van Riper (Kaw); 3. Tim Olson (Hon); 4. Garth Milan (ATK).
125/250 PRO: 1. Greg Schnell (Suz); 2. Willy Musgrave (Hon).
250 BEG: 1. Colin Yates (ATK); 2. Elton Martins (Suz); 3. Ken Fee (Suz); 4. Mike Wagner (Hon).
250 NOV: 1. David Eychaner (Suz); 2. Kevin Durling (Hon).
500 BEG: 1. Mike Boyd (Hon); 2. Patrick Mullis (Hon).
25+ BEG: 1. Tim Williams (Kaw); 2.Keith Shigeta (Suz); 3. Ron Seaman (Hon); 4. Hersch Tempkins (Hon); 5. Bob Oye (Suz).
30+ NOV: 1. Aron Briggs (Hon); 2. Jim Williams (Kaw); 3. Jon Nixon (Kaw); 4. Tom Thomson (Hon); 5. Vic Maynez (Hon).
30+ INT: 1. Ken Erb (Kaw); 2. John Patterson (Hon); 3. Terry Varner (Yam); 4. Brian Allen (Suz); 5. Frank Steiner (Suz).

Thomas captures central Illinois TT

By Mike Collier

NEOGA, IL, SEPT. 5-6

Brian Thomas aboard the J&N Racing-sponsored Honda dominated both days of racing in the 250cc and Veteran classes at the Central Illinois M/C Clubgrounds. Teammate Nick Daniels pulled off double wins in the tough 200cc class.

Fast heat winner Nick Williams sat on the pole for the 85cc main event. Trent Shellabarger, the other heat winner, lined up next to Williams. But at the green light Randy Smith powered off into turn one with the lead. Smith stayed in the first position to the checkers, and Williams was never more than a bike length behind. Third place went to Brian Shirley. Shirley made repeated charges up beside the front-runners and seemed to be the fastest rider in the field, but a loss of traction coming out of the corners held him back. Shellabarger nailed down fourth after a race-long battle with Brian Hopper.

Steve Mason led the 200cc main event from the start with Clint Brown in the second position. Quint Eslinger and Nick Daniels both passed Brown on the second lap. Mason was passed by Eslinger on the inside and Daniels on the outside on the downhill at turn three on lap five. Daniels then powered out of turn four with the lead and went on to a narrow win just ahead of Eslinger and Mason.

Greg Logue led Brad Turner, Kenton Langcor and Brian Thomas at the start of the 250cc main event. Langcor and Thomas bumped Turner to fourth place on lap two, and Thomas made an inside move in turn one on Langcor to take over second on lap three. Thomas came around Logue on the outside in turn four on lap four to take the lead. At the checkers it was Thomas, Logue, and Langcor with Turner a distant fourth.

Greg Cler got the holeshot in the combined Veteran and 400cc main. Tom Sutton and Les Schackmann held second and third. On the second lap Schackmann ran off the track and laid it down between turns one and two. Brian Thomas passed Cler and Sutton on the back straight on the same lap. Ben Andres passed Sutton on lap four coming out of turn four and then moved by Cler in turn two on the next lap. Thomas was the easy winner with Andres, Cler, and Sutton finishing second through fourth.

Results

Sunday
50: 1. Robert Pearson (Yam); 2. Denise Collier (Yam); 3. Darren Carter (Yam); 4. Brittney Anders (Yam); 5. Daniel Oehler (Yam).
65: 1. John Spinelli (Hon); 2. Josh Toungett (Kaw); 3. Chris McDevitt (Hon); 4. Justin Lucas (Kaw).
85: 1. Randy Smith (Hon); 2. Nick Williams (Kaw); 3. Brian Shirley (Yam); 4. Trent Shellabarger (Kaw); 5. Brian Hopper (Kaw).
125: 1. Clint Brown (Suz); 2. Ray Davie (Suz); 3. Bob Lucas (Kaw); 4. Ben Knight (Yam); 5. Nick Meyer (Kaw).
200: 1. Nick Daniels (Yam); 2. Quint Eslinger (Kaw); 3. Steve Mason (Kaw); 4. Clint Brown (Kaw); 5. Terry Leffler (Yam).
250: 1. Brian Thomas (Hon); 2. Greg Logue (Yam); 3. Kent Langcor (Hon); 4. Brad Turner (Suz); 5. Jack Touchette (Bul).
400: 1. Greg Cler (Yam).
500: 1. John Faulkner (Yam); 2. Chad Butler (Kaw); 3. Recil Hart (Yam); 4. Randy Deeke (Yam); 5. Dan Carter (H-D).
OPEN: 1. Kent Langcor (Rtx); 2. John Faulkner (Yam); 3. Chad Butler (Kaw); 4. Greg Logue (Yam).
VET: 1. Brian Thomas (Hon); 2. Ben Andres (Yam); 3. Tom Sutton (C-A); 4. Mark Augenstein (Yam); 5. Les Schackmann (Hon).
SR: 1. Bob Collier (Hon); 2. Jon Baker (Hon); 3. Les Eslinger (Yam); 4. Bill Lilly (Hon); 5. Mike Collier (Hon).
Monday
50: 1. Robert Pearson (Yam); 2. Clint Collier (Yam); 3. Denise Collier (Yam); 4. Darren Carter (Yam); 5. Brittney Andres (Yam).
65: 1. John Spinelli (Hon); 2. Josh Toungett (Kaw); 3. Chris McDevitt (Hon); 4. Justin Lucas (Kaw).
85: 1. Justin Filson (Kaw); 2. Randy Smith (Hon); 3. Nick Williams (Kaw); 4. Brian Shirley (Yam); 5. Trent Shellabarger (Kaw).
125: 1. Clint Brown (Suz); 2. Ray Davie (Suz); 3. Ben Knight (Yam); 4. Nick Meyer (Kaw).
200: 1. Nick Daniels (Yam); 2. John Lambrick (Kaw); 3. Clint Brown (Kaw); 4. Mike Collier (Hon); 5. Steve Mason (Kaw).
250: 1. Brian Thomas (Hon); 2. Brad Turner (Suz); 3. Charles Roberts (Yam); 4. Josh Butler (Kaw); 5. Jack Touchette (Bul).
400: 1. Greg Cler (Yam).
500: 1. John Faulkner (Yam); 2. Recil Hart (Yam); 3. Chad Butler (Kaw); 4. Dan Carter (H-D); 5. Ben Andres (Yam).
OPEN: 1. Steve Gill (W-R); 2. Recil Hart (Yam); 3. Steve Hall (Rtx); 4. Mike Buchholz (Hon); 5. John Faulkner (Yam).
VET: 1. Brian Thomas (Hon); 2. Ben Andres (Yam); 3. Jack Touchette (Bul); 4. Mark Augenstein (Yam); 5. Les Schackmann (Hon).
SR: 1. Bob Collier (Hon); 2. Jon Baker (Hon); 3. Les Eslinger (Yam); 4. Bill Lilly (Hon); 5. Mike Collier (Hon).

Bault brothers blast Daniel Boone Motocross

By Gwenn Harris

LONDON, KY, SEPT. 5

The Bault brothers burned up the track as they took home overall victories in three classes at Daniel Boone Motocross Park. Jason Bault topped the 60 cc class while brother Chris captured wins in both the 125 and 250cc C classes.

The 60cc class pitted Jason Bault against Chris Heath and Josh Haynes, who are only separated by one point in the series. Bault led every lap of the first moto to post the win.

In the second moto Heath took the holeshot, but Bault maneuvered to first position by the second lap. Bault held the lead over Heath, Haynes and J.R. Carter throughout the rest of the race and crashed as he flew ahead of them to take the checkered flag over the finish line. Luckily he was unhurt.

Chris Bault was the principal performer of the day as he battled through a full gate of riders including the 250cc C class, the 250cc D and the 25+ class. Bault ran away in the first moto, scoring the win after leading every lap.

Bault was beaten out of the gate in the first lap of the second moto. By the time second lap began, Bault had regained the lead. He held it throughout the rest of the race to win the moto and the 250cc C overall victory.

Action in the 125cc C class was fast and aggressive, forcing a tired Bault to ride hard to secure the win. He came through the first turn in third position in moto one, but by lap two he had passed the two bikes ahead of him. Bault kept the number one slot throughout the remainder of the race and won the moto.

In moto two Gary Withers, took the holeshot and led the first two laps. Bault started the race in third position but passed Withers on lap two and led the remaining laps for the win.

Results

U/L AM: 1. Brandon Powers (Kaw); 2. Steven Richards (Suz); 3. Kurt Sims (Kaw); 4. Dale Huff (Yam); 5. Gary Winters (Kaw).
SCHBY: 1. Jon Boruff (Suz); 2. Jake Morris (Yam); 3. Christopher Berry (Hon); 4. Kenny Ruby (Suz); 5. Wesley Stiles (Hon).
40 +: 1. Gene Campbell (Hon); 2. Steve Riddle (Kaw); 3. James Clark (Suz); 4. Dennis Meadors (Yam).
60: 1. Jason Bault (Kaw); 2. Chris Heath (Kaw); 3. Josh Haynes (Kaw); 4. J.R. Carter (Kaw); 5. Aubrey Newell (Kaw).
50: 1. Shane O'Banion (Yam); 2. J. Ross Pruitt (Yam); 3. Alexander Hunter (Yam); 4. Patrick Gabehart (Yam); 5. Kirk Akaydin (Yam).
80 BEG: 1. Brian Bourne (Kaw); 2. Jason Finley (Suz); 3. Ricky Hembree (Kaw); 4. Buddy Brooks (Yam); 5. Chris Heath (Kaw).
80 JR: 1. Ben Riddle (Kaw); 2. Jonathan Monk (Hon); 3. Jason Bault (Kaw); 4. J.R. Carter (Kaw); 5. Jacob Saylor (Kaw).
80 SR: 1. Jake Morris (Yam); 2. Christopher Berry (Hon); 2. Matt Harrison (Yam); 3. Jim Roar (Hon); 5. Brian Hodges (Yam).
125 A: 1. Ryan Duff (Suz); 2. Rodney Carrier (Suz); 3. Robby Cook (Hon).
125 B: 1. Steve Richards (Suz); 2. Jon Boruff (Suz); 3. Denny Baker (Suz); 4. David Culton (Hon); 5. Clark Stiles (Hon).
250 A: 1. Robby Cook (Kaw).
25+ A: 1. Rodney Carrier (Suz).
125 D: 1. Kenny Ruby (Suz); 2. Michael Lambert; 3. James Ansert (Suz); 4. Will Branscum (Yam); 5. Nick Turner (Suz).
125 C: 1. Chris Bault (Suz); 2. Gary Winters (Kaw); 3. Ralph Stillwell (Suz); 4. Dan Cooley (Hon); 5. Jimmy Brooks (Yam).
30+: 1. Gene Hodge II (Yam); 2. James Drake (Hon); 3. Tony Smith (Kaw); 4. David K. Bordon (Hon); 5. Deuce Kirk (Suz).
ENDR: 1. Randy Farris (KTM); 2. Michael Lauth (KTM); 3. Chris White (Hon).
N/C: 1. Tom Remley (Yam); 2. Will Branscum (Yam); 3. William Huckelby; 4. Stanley Rains (Hon); 5. Bobby Feltner (Hon).
250 C: 1. Chris Bault (Yam); 2. Raymond Terry (Hon); 3. Rodney Foley (Hon); 4. Ritchie Fraley (Hon); 5. Tony Brown (Kaw).
250 D: 1. Eric Reed (Suz); 2. Rob Mitchell (Yam); 3. Keith Cottongim (Hon); 4. Barry Raymond (KTM); 5. Matthew Campbell (Kaw).
25+: 1. Gene Hodge II (Yam); 2. Michael Glasscock (Yam); 3. Bradley Wilkerson (Yam); 4. Rick Barr (Kaw); 5. F. Douglas Mohr (Kaw).
250 B: 1. Lenny Baker (Suz); 2. Clark Stiles (Hon); 3. James Drake (Hon); 4. Brandon Powers (Kaw); 5. Michael Glasscock (Yam).

Church fast at Faulkville RR

By Bob Applegate

FAULKVILLE, GA, SEPT. 4-5

Gene Church kicked off the annual Labor Day CCS races with a win in the Solo GTO event at Roebling Road Raceway. Local David McGrath jumped out in front but was hammered on lap three by Church, who went on to ride his Honda 900 to a convincing win while fast amateur David Olin celebrated his birthday by taking the Amateur checkered.

The GTU race turned out to be a great 250cc

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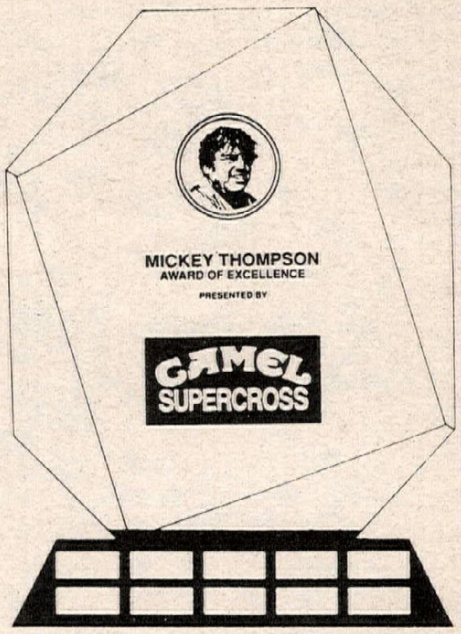
Cast your VOTE for the annual

MICKEY THOMPSON Award of Excellence



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CAMEL SUPERCROSS CYCLE NEWS MTEG

Once again, the fans of Camel Supercross racing will select the winner of the prestigious 1993 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 20, and presented at the Anaheim Supercross on January 22.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1993 Camel 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989 J.M. Bayle-1991

Johnny O'Mara-1990 Guy Cooper-1992

CAST YOUR VOTE IN 1993!

MICKEY THOMPSON Award of Excellence ✓ VOTING BALLOT

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 1, 1993) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

Dale Jones (48) got a jump on the field in the Open Pro Twin class at the Davenport Vintage HM. Jones went on to win the class.

battle with John France pitting his Honda 250 against Roebling veteran Pat O'Leary's Yamaha. France led off the line stalked by O'Leary until lap 12, when traffic played a part in the pass. The two freight-trained through traffic with O'Leary taking the Expert win.

Sunday's racing kicked off with Unlimited Supersport. Billy Eisenacher led the start chased by Church, Earl Halford, and Kevin Hunt until Church crashed on lap four. Hunt blew around Halford, but Eisenacher held on for the win. His celebration was short-lived when he was protested by Kevin Hunt. Eisenacher opted not to tear down, and the win went to Hunt. Switching to his CBR600, Eisenacher resumed his winning ways after an early race dice with Brian Gibbs in Middleweight Supersport.

End-of-the-season racing always produces better performances from the yellow-plated riders, and the Lightweight Superbike race was no exception with amateur Paul Netterstrom coming from the last row to pass Lightweight Expert points leader Todd Keesee for the overall win. Netterstrom doubled with a win in Lightweight GP.

Pro 250cc racer Jimmy Mosley made his first Roebling appearance in two years and displayed his Pro experience with wins in both Lightweight and Middleweight GP, bettering John France (also a Pro racer) both times out.

The AMA/CCS Sportsman class has proven popular among those who can't (won't) spend $5-$10,000 on a new bike. Amateur and overall winner Dave Hardy and second place and Expert winner Robert Ault finished in front of James Murphy in what was Murphy's best ride to date at Roebling Road.

Amateurs muscled past experts (no respect) in Middleweight Superbike racing with John Blessed and Scott Briscoe passing Expert class rider Steve Clark, leaving in their wake Kent Wells and Michael Lehning.

Results

AM SPTSMN: 1. Dave Hardy (Yam); 2. Carl Anderson (Yam); 3. J.B. Balko (Hon); 4. Clayton Kwitowski (Hon).

EX SPTSMN: 1. Robert Ault (Hon); 2. James Murphy (Yam); 3. Kevin Brown (Yam); 4. Steve Housley (Kaw); 5. Antony Lineberger (Kaw).

AM L/W SS: 1. Ian Lineberger (Yam); 2. Shawn Rodel (Hon); 3. Kent Marquess (Hon).

EX L/W SS: 1. Todd Keesee (Yam). 2.

AM M/W SS: 1. Scott Briscoe (Hon); 2. Paul Sloane (Hon); 3. Joe Warren (Hon); 4. Steve Reker (Hon); 5. Larry Dodson (Hon).

EX M/W SS: 1. Billy Eisenacher (Hon); 2. Brian Gibbs (Hon); 3. Robert Presby (Hon); 4. Richard VanDerWerken (Hon); 5. Eric Ashbaugh (Hon).

EX H/W SS: 1. Brian Gibbs (Kaw); 2. Ernie Kicklighter (Kaw); 3. Jack Dupree (Suz); 4. Thomas Lombardo (Hon); 5. Michael Lehning (Hon).

AM H/W SS: 1. Scott Briscoe (Hon); 2. Lary Dodson (Hon); 3. Paul Sloane (Hon); 4. Steve Reker (Hon); 5. Dale Veitch (Hon).

AM L/W S/BK: 1. Paul Netterstrom (Yam); 2. Dave Hardy (Yam); 3. Jody Reynolds (Yam); 4. Joe Wootton (Yam); 5. Gregory Tickle (Yam).

EX L/W S/BK: 1. Todd Keesee (Yam); 2. Julian Poczatek (Hon); 3. James Murphy (Yam); 4. Antony Lineberger (Kaw).

AM M/W S/BK: 1. John Blessed (Hon); 2. Scott Briscoe (Hon); 3. Kent Wells (Hon); 4. William Brandvold (Hon); 5. Steve Reker (Hon).

EX M/W S/BK: 1. Steve Clark (Hon); 2. Michael Lehning (Hon); 3. Eric Ashbaugh (Hon); 4. Chris Temme (Yam); 5. Kenneth Abbott (Hon).

AM H/W S/BK: 1. David Olin (Suz); 2. John Blessed (Suz); 3. John Oliver (Hon); 4. Dale Veitch (Hon); 5. Thomas David Porter (Hon).

EX H/W S/BK: 1. Stephen DeCamp (Kaw); 2. Ernie Kicklighter (Kaw); 3. Richard Perry (Kaw); 4. Jack Dupree (Suz); 5. Donald Ryan (Suz).

EX L/W GP: 1. Jimmy Mosley (Yam); 2. John France (Hon); 3. Perry Melneciuc (Hon); 4. Pat O'Leary (Yam); 5. Matt Jungklaus (Yam).

AM L/W GP: 1. Paul Netterstrom (Yam); 2. Ian Lineberger (Yam); 3. Gregory Tickle (Yam); 4. Jody Reynolds (Yam).

AM M/W GP: 1. Paul Sloane (Hon); 2. Scott Briscoe (Hon); 3. Kent Wells (Hon); 4. Dale Veitch (Hon); 5. William Brandvold (Hon).

EX M/W GP: 1. Jimmy Mosely (Yam); 2. John France (Hon); 3. Perry Melneciuc (Hon); 4. Steven Clark (Hon); 5. Richard VanDerWerken (Hon).

AM L/W S/TW: 1. Eric Moucatel (Duc); 2. Billy George (Duc).

EX L/W S/TW: 1. Richie Morris (H-D); 2. Steve Housley (Kaw); 3. Gerald Young III (Hon); 4. Antony Lineberger (Kaw); 5. Edward Salley (Yam).

AM H/W S/TW: 1. Albert Sosa (Duc); 2. Billy George (Duc); 3. Eric Moucatel (Duc).

EX H/W S/TW: 1. Douglass Gross (Duc); 2. Edward Borowy (Duc); 3. Tom Hines (Duc); 4. Pierre Lacasse (Hon); 5. Steve mHousley (Kaw).

EX US TWSPTS: 1. Ernie Kicklighter (Kaw); 2. Richie Morris (H-D); 3. Eric Michael (H-D).

EX SOLO GTU: 1. Pat O'Leary (Yam); 2. John France (Hon); 3. Matt Jungklaus (Yam); 4. Steven Clark (Hon); 5. Thomas Lombardo (Hon).

AM SOLO GTU: 1. Scott Briscoe (Hon); 2. Joe Warren (Hon); 3. Paul Sloane (Hon); 4. Kent Wells (Hon); 5. Chris Steele (Hon).

AM SOLO GTO: 1. David Olin (Suz); 2. William Lee Jr. (Hon); 3. Thomas Annis (Suz); 4. Robert Clay (Kaw); 5. Rodney Polen (Suz).

EX SOLO GTO: 1. Gene Church (Hon); 2. David McGrath (Suz); 3. Kevin Hunt (Hon); 4. Jeff Belt (Suz); 5. Frank Kinsey (Yam).

U/L SS: 1. Kevin Hunt (Hon); 2. Earl Halford (Suz); 3. Thomas Barber (Hon); 4. Richard Perry (Kaw); 5. Jimmy Shelton (Hon).

U/L GP: 1. Billy Eisenacher (Hon); 2. Kevin Hunt (Hon); 3. David McGrath (Hon); 4. John France (Hon); 5. Jimmy Mosley (Yam).

Hayden hammers Evansville Short Track

By Russ Whittinghill

EVANSVILLE, IN, SEPT. 3

There were upsets and thrills as 16-year-old Tommy Hayden beat a highly experienced field in the Open class final at the Evansville County Fairgrounds.

There was no touching Hayden from start to finish on his Hart Racing/Red-Line Oil/Tsubaki/Motion Pro/Barnett Rotax, which was prepared by Marlin and Recil Hart. For those who were fortunate to have seen Carol Resweber crush the opposition over thirty years ago, Hayden's ride was reminiscent of the great Texan's form. Behind Hayden, it was a brawling, fluid pack with positions changing every lap. A lot of riders held second and third place, albeit briefly. Hayden's 14-year-old brother, Nicky, dispatched veteran Recil Hart from second place in the early laps. James Dean Faulkner hauled his Harley from downfield all the way to second. This is Faulkner's 20th racing season, and he is only 27. Dean's brother, John, rode a 490 Yamaha, making a heroic inside effort in the north turn that took him to third. John Faulkner eventually finished sixth. Denny Williams smoothly rode his TT500 Yamaha to a well-deserved third place finish while Hayden won by five lengths over James Dean Faulkner. Nicky Hayden pressed on to a hard-fought fourth.

Ten-year-old Roger Hayden came from behind to take the 80cc final. Brad Weiss lapped everyone but a distant second place Bud Wright in the 50cc final.

Results

50: 1. Brad Weiss (Itj); 2. Bud Wright (Hon); 3. Brent Williams (Yam).

80: 1. Roger Hayden (Yam); 2. Jason Goodwin (Kaw); 3. Bud Wright (Hon).

VINT: 1. Larry Charlton (Oss); 2. Denny Williams (Yam); 3. Greg Bayne (Kaw).

OPEN: 1. Tommy Hayden (Rtx); 2. James Dean Faulkner (H-D); 3. Denny Williams (Yam); 4. Nicky Hayden (Rtx); 5. Recil Hart (Yam).

TRPHY DSH: 1. James Faulkner (H-D).

Summers sizzles at Eagle Creek Hare & Hound

By Paul Michels

DRY RIDGE, KY, AUG. 22

Scott Summers on his Fred Bramblett-tuned XR 600 topped the locals in round four of the Kentucky Championship Hare Scrambles Series at Eagle Creek.

Paul Michels was first into the woods, but his lead was short-lived as Summers took control in the first mile of the race. Harvey Whitaker trailed Michels until halfway through the second lap when he made a pass for second. The order stayed the same through the second lap. During the third lap, Summers pulled off with a flat front tire. Second place rider Whitaker tried to turn it up a notch to possibly score an upset.

Unfortunately for Whitaker and the rest of the contenders, Bramblett had the tire changed and Summers was back in the race in record time. With Summers' superb riding ability, he was back in the lead to stay by the end of the third lap.

Summers took the win followed by Whitaker and A.J. Spicer, who moved up to third on adjusted time. Michels and Dave Kidwell rounded out the top five.

Results

O/A: 1. Scott Summers (Hon).

0-200 A: 1. Gene Thurman (Yam).

250 A: 1. Dave Kidwell (Yam); 2. Brian Hall (Hon);

OPEN A: 1. Harvey Whitaker (Hon); 2. Paul Michels (ATK).

VET: 1. A.J. Spicer (ATK); 2. Tom Farwell (ATK); 3. Keith Morgan (KTM); 4. Carl Keith (Suz); 5. Wayne Eby (Yam).

125 B: 1. Marty Michels (Hon); 2. Keith Hale (Kaw).

200 B: 1. Bill West (ATK); 2. Guy Stump (Kaw).

250 B: 1. Chris Loos (Yam); 2. Bruce Johnson (Yam); 3. Randy Gay (Yam); 4. Mark Fleischman (Yam); 5. Kyle Compton (Yam).

OPEN B: 1. Louie Fugate (Hon); 2. John Fischer (KTM); 3. John McClay (Yam); 4. Joe Etienne (Kaw).

4-STRK: 1. Kent Annes (Hon); 2. Bill Johnson (Hon).

H/W TR: 1. Bill Kennedy (Kaw).

Gravitt roosts Armadillo Enduro

By Michael A. Smith

OCALA, FL, AUG. 29

Allen Gravitt hammered his way to the overall win in SETRA and FTR's first enduro of the season, The Armadillo Enduro in Ocala, Florida. The Scott/Metzeler/FMF Duralube/ICO/EK Chain/Renthal Sprockets/Plus/Arai/MS Racing/Twin Air/Flambeau/ Enduro Engineering/H & H KTM-backed Gravitt edged out Kawasaki rider Steven Smith for the overall win by one point.

Mark Logan, the 200cc A winner, ended the race only three points behind Gravitt, dropping 10.

"It was one of those days where everything seemed to go right. I had a late row, so the trail was clear of most faceslappers and all the turns were bermed," Logan said. "All I had to do was keep the throttle wide open."

Another battle in the enduro was for first place in Open B. David Bradberry and Richard Lynch both rode hard for the first place trophy, but Bradberry beat out Lynch by less than six seconds with scores of 21.668 and 21.711, respectively.

The 87-mile course located deep in the Ocala National Forest challenged the 250 plus riders with lots of deep sand and many logs on the trail.

Results

AA: 1. Allen Gravitt (KTM); 2. Steven Smith (Kaw).

OPEN A: 1. David Wyatt; 2. Steve Hardeman.

250 A: 1. Ashley Brewer; 2. Jeff Wingard; 3. Russell Eppley.

200 A: 1. Mark Logan (Kaw); 2. Scott Gawler; 3. Dale Cross (Kaw).

OPEN B: 1. David Bradberry; 2. Richard Lynch; 3. I.B. Lawton.

250 B: 1. Andy Nichols; 2. Michael Shealy; 3. T. Mitchell.

200 B: 1. Bo McIntosh; 2. Jonny Day; 3. M. Shipman.

125 B: 1. R. Ledford; 2. Kurt Eibell; 3. Cliff Rogers.

OPEN C: 1. C. Borders; 2. Dean Staley; 3. Ed Holley.

25O C: 1. F. Cooley; 2. G. Wilson; 3. J. Shultz.

200 C: 1. K. Kirkpatrick; 2. T. Maesekenthin; 3. Mike Miller.

125 C: 1. Shane Sexton; 2. J. Parker; 3. K. Deloach.

MSTR A: 1. Skip Wyman; 2. Larry Baxley.

MSTR B: 1. P. Jordan; 2. Gerald Cox.

VET A: 1. Mitch McRee; 2. Rick Chapple; G. Williams.

VET B: 1. M. Gentry; 2. Ed Bull; 3. Glen Cox.

VET C: 1. Tim Allen; 2. Mike Gustrang; 3. R. Sprague.

SR A: 1. John Kirby; 2. T. Missimer.

SR B: 1. Randy Faul; 2. Doug Cochran.

SR C: 1. R. Torbitt; 2. Bruce Smith.

S/SR A: 1. Jimmy Lynch; 1. Kirk Draden; 2.

S/SR B: 1. Frank Amos; 2. D. Thark.

S/SR C: 1. Terry Annas; 2. P. Dineen.

BEG 0-200: 1. T. Widen.

BEG 201-OPEN: 1. R. Leclear; 2. R. Hancock JR. 3. D. Burkhart.

TEAM: 1. MCC Racing; 2. Neeley Racing; 3. CFTR.

Michigan gang sweeps Davenport Vintage Half Mile

By Mike Zbrozek
Photo by Dan Mahony

DAVENPORT, IA, SEPT. 3

Under unusually clear Iowa skies 150 vintage riders and their machines were greeted by over 4000 spectators at the Davenport, Mississippi Valley Fairgrounds VDTRA half mile.

The Open Twins class with 18 entries had only 12 starting spots available in the main and was the show of the night. Six riders transferred from two fast nine-man heats, leaving the top three VDTRA point earners behind to work through the semi. At the semi's green flag, Mike Zbrozek launched his Joel Wey-prepared 650 Triumph into the lead, added 10 bike lengths in turn two and never looked back. Tom Laird maneuvered to fourth as Open Twin point leader Ron Stone took the final transfer spot.

When the main event thundered off the line it was all Triumph and all "Michigan Gang" as Skip Wertz, William Bennet, and Jack Warren traded passes, positions and added distance over fourth place Jim Eastlee. You could have thrown a blanket over the three leaders for most of the race as Wertz crossed the line first. Back in the pack, Don Field on a Triumph made a daring last-lap pass on the outside in turn three to swoop by dueling Curt Krause and Zbrozek to take fifth.

In the Modern 250cc class Doane Wood, on a beautifully prepared Can-Am, challenged Dan Deubler's Bultaco lap after lap, high, low, and side by side until the checkered flag. Deubler, unshaken, held off the charge for the win with Dan LaRue third and Randy Hale fourth.

The Pro Twin class sent 10 riders to the line with Triumph-mounted Dale Jones taking the win. Dallas Babcock and John Fike chased hard, but the very fast Jones ran away from the start.

Results

250: 1. Dan Deubler (Bul); 2. Doane Wood (C-A); 3. Don LaRue (Oss); 4. Randy Hale (Yam); 5. Bill Reamers (Bul);

600: 1. John Fike (BSA); 2. Mark Robinson (Yam); 3. Jim Eastlee (Yam); 4. Mark Hanson (Yam); 5. Randy Tacey (Hon).

OPEN TW: 1. Skip Wertz (Tri); 2. William Bennet (Tri); 3. Jack Warren (Tri); 4. Jim Eastlee (Yam); 5. Don Fields (Tri).

OPEN PRO TW: 1. Dale Jones (Tri); 2. Dallas Babcock (H-D); 3. John Fike (BSA); 4. Randy Phillipe (Yam); 5. Mike Frye (Tri).

McConnell, Venegas cop pairs at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, SEPT. 10

If there were matches made in heaven, the pairing of Shawn McConnell and Charlie Venegas was it. The two riders put together a great night of racing to win the innaugural Costa Mesa Best Pairs Final at Costa Mesa Speedway.

McConnell on the Jack Jarboe/Bell Helmets/Oakley/Troy Lee/Western Sandblasting/ Hotshot Productions/Godden and Venegas on the Rock N Java/Shoei/Motul/Rich Doc Racing/Cirello/Orange County Suzuki Jawa got off to a slow start, but it was all downhill after that. There was one moment of big concern in round four when Venegas lost his engine on the starting line. Reserve rider Eddie Castro came in and picked up a second which was the margin of victory over the second place team of Mike Faria and Don Odom.

Venegas got a big helping hand from Chris Manchester, who provided the back-up bike that made it possible for Venegas to finish out the night. The team did that in style, going 1-2 in the final round.

Rob Pfetzing, one half of the team of Pfetzing and Brent Werner gave the best example of team riding when he blocked Gary Hicks and allowed Werner to get by. Pfetzing's sacrifice of the lead gave Werner first place points while Pfetzing collected second, earning the team a sweep for that round. They finished third overall.

Dean Steele and Dwayne King took their fuel-injected Honda to the lead in the Sidecar main at the drop of the flag and never locked back. It was probably just as well as there was a dogfight between Peter Lewis and Jamie Macy on the Kawasaki, and John Matherson and Dale Leeder on the Yamaha. Matherson and Leeder held second for two laps but drifted high on the third lap in turn two. That was all Lewis and Macy needed to get the drive and take over second. .

The Legends of Speedway match races had

some interesting pairings. Dubb Farrell defeated Steve Nutter in the first match while Jim Finhbnck and Jan Ballard ended in a draw after both riders had bike problems. Kelly Moran and Dennis Sigalos took it the distance with Sigalos coming out on top. Steve Columbo beat Steve Nutter, but he didn't fare as well against Steve's brother, Sonny, who took the win in two straight races.

Results

PAIRS: 1. S. McConnell (Gdn)/C. Venegas (Jaw); 2. M. Faria (Jaw)/D. Odom (Gdn); 3. R. Pfetzing (Wes)/B. Werner (Jaw); 4. (TIE) B. Oxley (Wes)/L. Kossuth (GM); S. Lucero (Gdn)/L. King (Wes).

SDCAR: 1. D. Steele/D. King (Hon); 2. P. Lewis/J. Macy (Kaw); 3. J. Matherson/D. Leeder (Yam); 4. D. Gardner/D. Lynch (Kaw).

Bruce bags San Jose MX

By Bill Spencer

SAN JOSE, CA, AUG. 29

Joe Bruce and his Dublin Kawasaki/Honda/Suzuki-sponsored RM topped the Pro class on another newly constructed Trak 1 MX track, inside the famed San Jose mile.

Eric Pucelik led the early laps of the first moto that saw Dan Roger crash and injure a knee. Pucelik had traction trouble all day and stalled twice in the second moto, allowing Bruce, the 1992-93 Enduro-thon champ to run down the CR250-mounted Pucelik on his RM125 and win both Pro motos. Curt Wilcox four-stroked to finish third with Paul Wenger crashing out of the first moto and finishing third in the second.

Wilcox was a double winner, topping the opening moto in the Vet/Senior/Super Senior A and B riders over Edd Haymond and Bill McCLinton. Scott Larson toppped the B class over Jerry Wohlgemuth and Danny Sturgeon.

Chris Dominguez won his first motocross, capturing the Open class over Al Blanco and ex-sprint car racer Blair Pine. Gary Plaatje was a double moto winner in the Vet C class over Mark Johnson and Ken Gourley, while Manuel Hernandez won the Beginner class.

Mike Hernandez topped the Mini B/C class over Kathy Pruitt and Shaun Wilcox while Toby Chalios won the Mini Beginner class. Jimmy Hazel was the best of the 60cc class, and Steve Hernandez won the Pee Wee division.

Casey Musick turned in great rides in the B classes, winning both the 125cc and 250cc overalls. Eric Shofstall topped the 250cc C class over Shane Verdin and Bob Pimentel.

Results

S/SR A: 1. Curt Wilcox (Hon); 2. Edd Haymond (KTM); 3. Bill McClinton (ATK).

VET B: 1. Scott Larson (Yam); 2. Jerry Wohlgemuth (Hon); 3. Dan Sturgeon (Hon).

OPEN: 1. Chris Dominguez (KTM); 2. Blair Pine (Yam) 3. Craig Fine (Hon).

PRO: 1. Joe Bruce (Suz); 2. Eric Pucelik (Hon); 3. Curt Wilcox.

VET/SR C 1. Gary Plaatje (Yam); 2. Mark Johnson; 3. Ken Gourley (Yam); 4. Mike DiCristina (Hon); 5. Rich Kroske (KTM).

VET/SR D: 1. Manuel Hernandez (Yam); 2. Don Giberson; 3. Scott Krunic (Yam); 4. Greg Abell (Hus); 5. Ken Wilson (Kaw).

80 B/C: 1. Mike Hjernandez (Kaw); 2. Kathy Pruitt (Hon); 3. Shaun Wilcox (Hon).

80 D: 1. Toby Chalios (Hon); 2. Erik Granzow (Yam); 3. Graham Farmer (Hon); 4. Scott Borg (Kaw); 5. Chris Burich (Kaw).

125 B/C: 1. Casey Musick (Kaw); 2. Greg Ohlsen (Kaw); 3. Jason Murrell (Kaw); 4. Wade Speyer (Kaw); 5. Chris McCallie (Hon).

125 D: 1. Russ Piggott (Hon); 2. Nick Pappas (Kaw); 3. Chris Lubas (Suz); 4. Brian Kinney (Suz); 5. Rick Crospi (Hon).

60: 1. Jimmy Hazel (Kaw); 2. Steven Hernandez (Kaw); 3. Adrien Figueroa (Kaw); 4. Josh Jenkins (Kaw); 5. Tony Bernardi (Kaw).

P/W: 1. Steven Hernandez (Kaw); 2. Adrien Figueroa (Kaw).

250 B/C: 1. Casey Musick (Suz); 2. Eric Shofstall (Suz); 3. Shane Verdin (Kaw); 4. Bob Pimentel (Kaw); 5. Justin Beeman (Yam).

250 D: 1. Jason Batman (Hon); 2. Richard Fajardo (Yam); 3. Randy Heim (Hon); 4. Larry Smith (Yam); 5. Steven Jenkins (Yam).

Faria, Manchester jam at Lake Perris Speedway

By Elaine Jones

LAKE PERRIS, CA, SEPT. 9

Mike Faria and Chris Manchester scored main event wins at Lake Perris Speedway with Faria taking the Handicap win and Manchester the Scratch.

In the Handicap main it was Faria on the Shoei/Oilzall/Scott/Terry Cable Weslake who came from the 40 yard line and ran side by side with Mark Hannah for three laps before he could get around. After that it was clear sailing for Faria all the way to the checkered. Hannah looked to have second, but Chris Manchester came from the 60 yard line, moving through traffic like a guided missile and took over second with three laps left. Manchester ran out of time and couldn't catch Faria. Jim Estes also became a spoiler as he grabbed third from Hannah at the line.

Charlie Venegas came out of the number two gate and got the jump on the field in the Scratch main. Manchester locked into second, and with the white flag showing, made the move that gave him a very close win. Venegas settled for second, and Faria topped Steve Lucero for the third.

Dirk Gardner and Doug Lynch went wire to wire in the Sidecar main. Peter Lewis and Jamie Macy were in the hunt all the way but just couldn't find the edge they needed to get by. Bruce Anderson and Carl Fisher cracked the top three for the first time this season at Lake Perris and continued to show improvement with every passing week.

Randy Skinner worked his way into the Support main from the semi and came from the 30 yard line to collect all the marbles. Mike Reed also came from the 30 and was second with Randy Fannin rounding out the field in third.

Results

SCRATCH: 1. Chris Manchester (Jaw); 2. Charlie Venegas (Jaw); 3. Mike Faria (Wes); 4. Steve Lucero (Gdn).

HDCP: 1. Mike Faria (Wes); 2. Chris Manchester (Jaw); 3. Jim Entes (Jawa); 4. Gary Hicks (Wes); 5. Charlie Venegas (Jaw).

SDCAR: 1. D. Gardner/D. Lynch (Kaw); 2. P. Lewis/J. Macy (Kaw); 3. B. Anderson/C. Fisher (Yam).

SUP: 1. Randy Skinner (Jaw); 2. Mike Reed (Wes); 3. Randy Fannin (Wes); 4. Mitch Hall (Jaws); 5. Mike Monby (Jaw).

JR D-1: 1. Steven Downing; 2. Michael Hull; 3. Jimmy Fishback.

Hedden earns championship at Auburn Speedway

By Gen Moore

AUBURN, CA, SEPT. 10

Bobby Hedden had never won a Scratch main at Auburn's Fast Fridays, but the popular Orangevale rider essentially put together five Scratch mains on his way to winning the Fast Fridays track championship. Riding to perfection, he was able to best all the other riders and finish with a perfect score.

In a championship sixteen riders compete against one another in five rounds of four races each. The first place rider earns three points, the second place finisher receives two and the number three man is awarded one point. At the end of the evening the rider with the most points is the champion.

At the end of round three Hedden was undefeated, leading both Alan Christian and Jim Sisemore by one point. At the conclusion of round four Sisemore and Christian were tied with eleven points while Hedden led with a score of twelve. In round five Hedden won his race, which gave him the championship outright. Christian beat Sisemore which allowed him to lock up second in the point standings. Sisemore finished third.

"I'm really excited about winning tonight. I've been working hard on my starts and to win all of my races tonight is really a high for me," Hedden said. "I'm looking to do well in the Qualifiers and compete in the Nationals."

Results

C'SHIP: 1. Bobby Hedden (Gdn)16; 2. Alan Christian (Wes) 14; 3. Jim Sisemore (Wes) 13.

D-2: 1. Doug Mignano (Wes); 2. John O'Connell (Wes); 3. Sean Conley (Gdn).

D-3: 1. Shawn MacDonald (Wes); 2. Rich Mignano (Wes).

JR D-1: 1. Matt Becker (Wes); 2. Billy Janniro (Wes); 3. Matt Proto (Wes).

JR D-2: 1. Brett Becker (Wes); 2. Ian Essary; 3. Jeremy Martinez.

Howden tops Mountain View Motocross

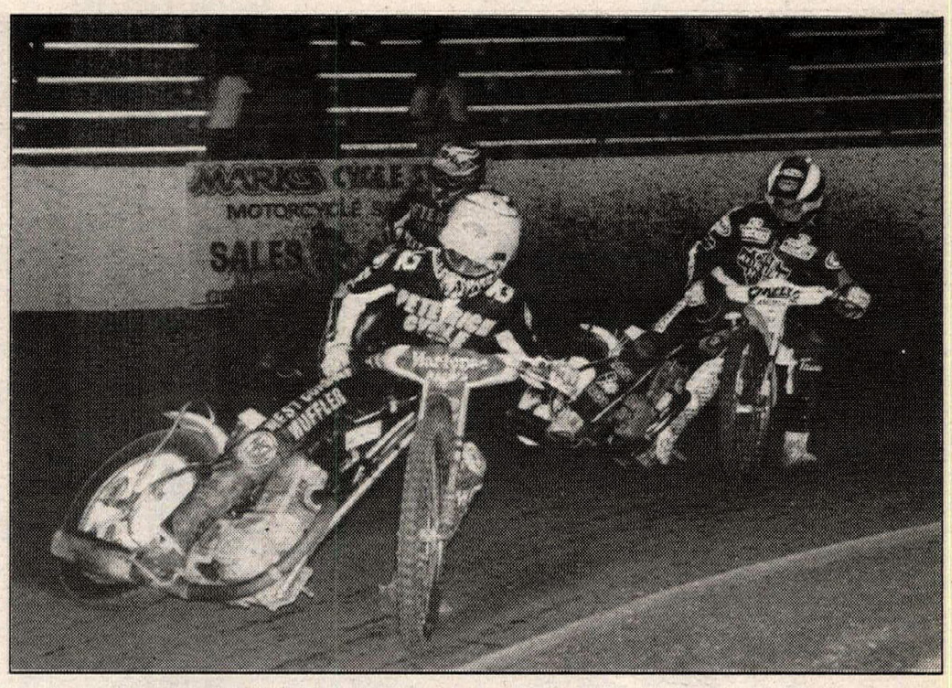
By Frank Wiersma
Photo by Scott G. Rich

TUCSON, AZ, SEPT. 4

Ken Howden rode steadily to win both motos to capture the 250cc Beginner class at Mountain View MX.

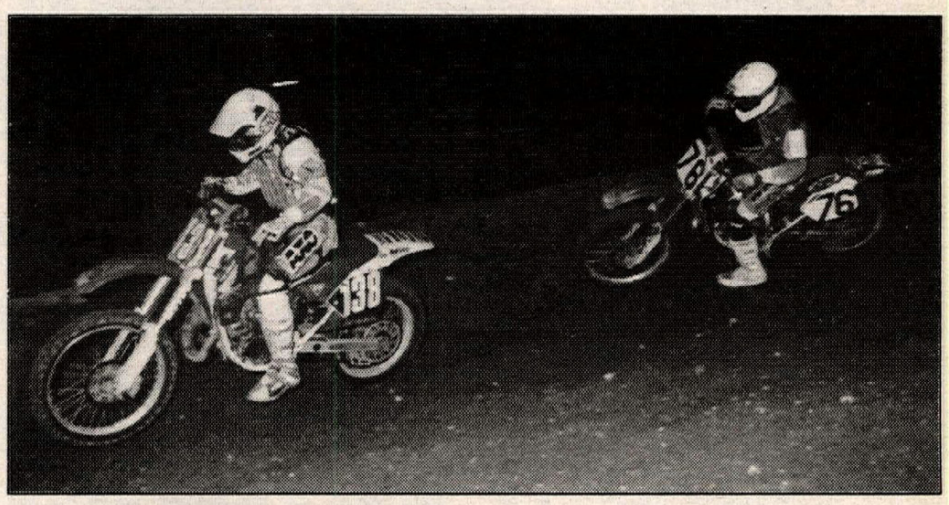
Steve Somerville pulled the holeshot in the first moto of the 250cc Beginner class but soon lost it to Shane Anderson, who could hold his speed better on the doubles and triples. Adam Bode had top position going into the hole but took a myopic examination of the soil coming out, followed by a distant look at the rear end of the rest of the bikes for most of the first lap. Howden came out of the hole in fourth position but rode mistake free to take the lead on lap five and hold it the rest of the way. Josh Barney followed Howden in the climb through the pack but couldn't get by Anderson and had to settle for third.

In the second moto, Somerville again claimed the holeshot with Howden second, but the double jumps again were Somerville's undoing, and Howden flew by him on lap three to take the lead and leave the rest of the pack fighting for second place. Meanwhile, John Rogers, who got off to a very bad start in moto one and was not much better in moto two, worked his way up from fifth to second by passing Bode on lap three and Toby Squires on lap six. Squires then took a bad spill on the doubles, and Bode pushed Rogers all the way but could not take second spot away from him. Roger's improved performance in moto two gave him second place overall with steadfast rider Josh Barney taking third.



Bobby Hedden (left) dominated the track championship at Auburn Speedway.

Jeff Landis (138) battled Mike Weining (76) for the Mountain View MX win.



Tim Barker took command of the 250cc Novice class in the first moto and finished going away. Chuck Bisceglie held a solid second until the sixth lap when he made a mistake and lost his advantage to Seth Ringenbach and Harry Nevel. Bisceglie was later passed by Jason Alegria and Willie Giroir.

In the second moto Barker took the holeshot again but went down on the second lap, recovering in seventh position. Nevel took the lead but then had his own problems which dropped him to sixth position. Ringenbach combined his competitors bad fortune with his own persistent riding skills to work his way from a sixth place start to the lead on lap five, a lead which he held to the end, giving him the overall win. Sean Green, out of contention in the first moto, finished second behind Ringenbach, with Bisceglie third.

Eric Anderson pulled the holeshot and held the lead with his 250 Suzuki in both motos to take top honors in the Pro class.

Results

50 BEG: 1. Sean Shelton (Yam); 2. Ranel Cox (Yam); 3. Kyle Rivera (Yam); 4. Kris Morris (Yam); 5. Stephanie Wadelton (Yam).

60 (8-11): 1. Paul Burger (Kaw); 2. Chad Lambert (Kaw); 3. Joshua Reed (Kaw).

60 (9-11): 1. Michael Blose (Kaw); 2. Nathan Rivera (Kaw); 3. Dustin Hamby (Kaw); 4. Ryan Wilson (Hon); 5. Kevin Lusk (Kaw).

80 BEG: 1. Mike Foster (Yam); 2. Michael Jones (Kaw); 3. Dustin Hamby (Yam); 4. Brandon Wesson (Yam); 5. John Harris (Kaw).

80 NOV: 1. George Hammel (Suz); 2. Klint LaPlante (Suz).

125 BEG: 1. Dan Sutherland (Hon); 2. Greg Brydle (Yam); 3. Ryan Evans (Hon); 4. Martin Herandez (Hon); 5. Ricky Bently (Yam).

125 NOV: 1. Jeff Landis (Hon); 2. Mike Weining (Hon); 3. Adrian Leffler (Suz); 4. Rich Mequia (Hon); 5. Christ Lindhurst (Suz).

125 INT: 1. Jeff Piasecki (Suz); 2. Brian Highsmith (Yam); 3. Mike Calhoun (Kaw); 4. Rafael Osara (Kaw).

250 BEG: 1. Ken Howden (Suz); 2. John Rogers (Hon); 3. Josh Barney (Hon); 4. Shane Anderson (Hon); 5. Toby Squires (Kaw).

250 NOV: 1. Seth Ringenbach (Yam); 2. Tim Barker (Hon); 3. Harry Nevel (Suz); 4. Sean Green (Suz); 5. Chuck Bisceglie (Hon).

250 INT: 1. Jeremy Giroir (Yam); 2. Tim Ridener (Hon); 3. Michael Halpin (Hon).

OPEN BEG: 1. Martin Meehen (Yam); 2. John Novak (Kaw); 3. Todd Scoggin (Hon); 4. Rocky Robling (Hon).

SR NOV: 1. Willie Giroir (Yam); 2. Frank Wadelton (Kaw); 3. Steve Somerville (Hon); 4. Karl Hering (Suz).

SR INT: 1. Jeff Piasecki (Suz); 2. Tom Hawkes (Yam); 3. Michael Halpin (Hon); 4. Jim Barker (Hon); 5. Stacey Miller (Yam).

PRO: 1. Eric Anderson (Suz); 2. Justin McMurrich (Suz); 3. Des Piihl (Suz); 4. Ron Watmore (Yam); 5. Danny Bonham (Yam).

TRPHYLSS: 1. Wes Biesen (Hon); 2. Maverick Kang (Yam); 3. Micah Chlarson (Hon); 4. Brad Dorsey (Hon); 5. Rob Dysinger (Hon).

Durelle sweeps Cedar Lake Speedway ST

By Tim McBride

NEW RICHMOND, WI, AUG. 22

Davey Durelle scored the win in the 600cc Pro-Am main event, as the Omar's Gopher Racing, AMA, District 23 Dirt Track Series visited Cedar Lake Speedway.

Durelle, aboard his Donahue Harley-Davidson/Delano Sports Center/General Engineering/ Bieffe/Ron Wood/Storz Performance/Tsubaki/Maxima/Al Muth H-D/Salty Dog Racing-sponsored Wood Rotax, circulated the track with lap times in the 14-second range during practice.

Three heats and two semis set the stage for the 12-rider, 600cc Pro-Am final. Canadian Steve Aseltine and Steve Kasten transferred directly to the main in heat one. In heat two, Eric Graybeal and Brian Kromroy finished one and two, as Durelle and James Hart made the show in heat three. In the first semi, Verdeen Langland scored the win ahead of Kurt Kromroy and Kurt Boehlke. Billy Hoffmiester was semi two winner. Brian Graybeal and Jim Sumner filled out the starting grid.

Hart reacted to the flash of the green first at the start of the 10-lap main event and led the pack into the first turn. Durelle, however, quickly took control down the back straight using the outside line while the rest of the pack jockeyed for position. With three laps down, Durelle held a small advantage over a five-rider battle between Hart, Aseltine, Eric Graybeal, Brian Kromroy and Sumner. The six riders put some distance on the rest of the field as the race reached the halfway point.

On lap seven Sumner powered by Brian Kromroy on the front straight to secure fifth place as Kasten worked his way around Kurt Kromroy for eighth place on the same circuit. Meanwhile, Durelle steadily increased his lead over a lonesome Hart on his way to the checkers. Aseltine, Eric Graybeal and Sumner rounded out the top five positions.

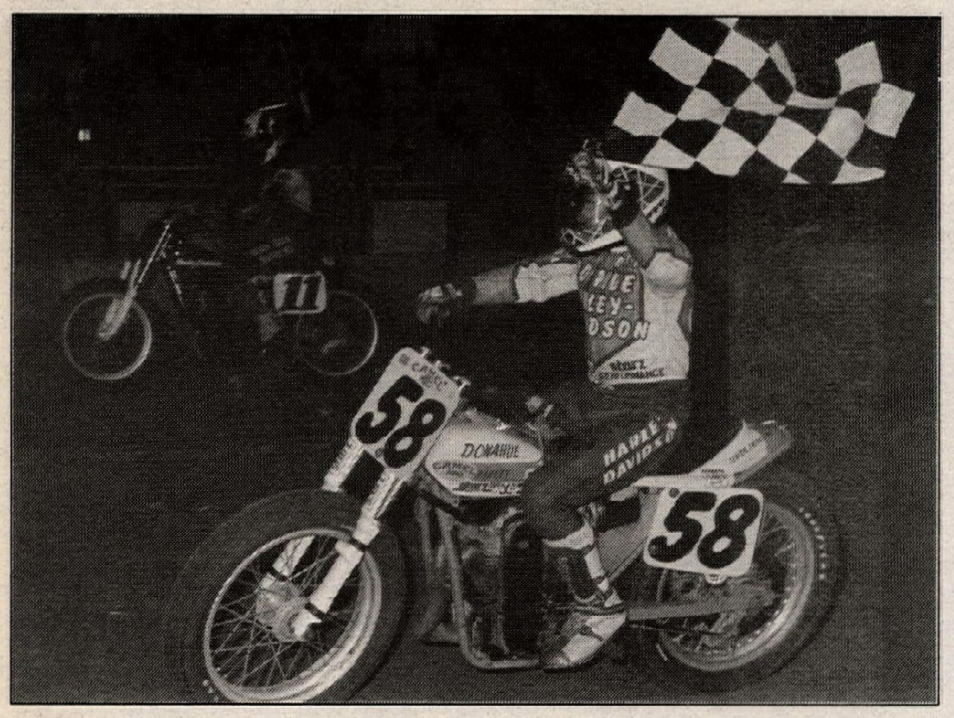
Results

600 PRO-AM: 1. Davey Durelle (W-R); 2. James Hart (W-R); 3. Steve Aseltine (W-R); 4. Erik Graybeal (W-R); 5. Jim Sumner (Rtx).

H-D 883: 1. Jim Sumner; 2. Davey Durelle; 3. James Hart; 4. Billy Hoffmiester; 5. Steve Aseltine.

500 PRO-AM: 1. Brian Kromeroy (Rtx); 2. Kurt Boehlke (Rtx); 3. Tony Kohner (Hon); 4; Steve Kasten (Hon); 5. Bob Anderson (Hon).

EVENTS



Davey Durelle defeated all comers at the Jacksonville Regional Short Track.

John Pindard (62) was victorious in the Vet Beginner class at Starwest MX.

250 PRO: 1. Cliff Eckes (Yam); 2. Curt Knitt (Kaw); :3; Verdeen Langland (Hon); 4. John Dillenburg (Yam); 5. Chris Wynveen (Hon).

50+ VINT: 1. Charlie Langland (Duc); 2. Tom Robertson (Yam); 3. Al Sumner (Suz); 4. Gaylord Ladwig (Yam).

30+ MDRN: 1. Chris Laursen (Yam); 2. Bill Berard (Hon); 3. Bob Reynolds (Rtx).

600 B: 1. J.R. Schnabel (Rtx); 2. Troy Brisbin (Hon); 3. Ron Brisbin (Hon); 4. Mike Tehro (Hon); 5. Peter Tapken (Hon).

NOV: 1. J.R. Shnabel (Rtx); 2. Benji Kerscher (Hon); 3. Mike Yingling (Hon); 4. Steve Forrest (Hon); 5. Rick Bretl (Yam).

250 B: 1. J.R. Schnabel (Hon); 2. Bitsy Kantor (Yam); 3. Mike Yingling (Hon).

125 B: 1. Brad Rosine (Kaw); 2. Bitsy Kantor (Yam); 3. Thor Mathison (Hon).

85 MINI: 1. Jonathan Hansen (Kaw); 2. Tim Zeidler (Hon); 3. Stephanie Welch (Suz); 4. Verlon Langland (Kaw); 5. Keegan Iverson (Suz).

MICRO MINI: 1. Blake Young (Yam); 2. Mike Zeidler (Yam); 3. Tim Wirt (Yam); 4. Anthony Gardner (Yam) 5. Andrew Larson (Yam).

Pindard pummels competition at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, SEPT. 12

John Pindard did just what he needed to do to take the overall win during the California Racing Club's monthly visit to the Starwest Supercross Park.

Pindard took the first moto holeshot and received minimal contention for the lead in the form of Ruth Ann Renaux. Renaux came up through the ranks of the Vet Beginner class, passing Dennis Kinzebach in the rocker section. Renaux then closed and passed Ress Benson in the vicinity of the "Twin Peaks" doubles and never looked back. The only woman currently contesting the CRC 30+ Beginner class, Renaux began to close on Pindard, but before she had a chance to make a bid for the lead, time ran out and she settled for second behind Pindard. Benson came across the checkered a short time later rounding out the top three positions.

Benson holeshot moto two with Pindard and Renaux dicing for second ahead of Kinzebach and the pack. Renaux went for an inside-line pass on Pindard, but her RM lost traction on the just watered track and she went down. She was up right away and only lost one position to Kinzebach before getting underway again. Up front, Pindard powered by Benson for the lead as the two went down the back straightway. Renaux, riding hard, caught up to Kinzebach, but as she crested "The Leap" something happened to her RM which dropped the front end abruptly, tossing her over the bars. Renaux landed hard and retired from the race as a result of her injuries.

Benson could see Pindard closing on him and picked up the pace a notch but this seemed to tire him out sooner, and two laps from the finish Pindard rode around him for the lead But on the last lap Pindard took an untimely soil sample, handing the lead back to Benson, who held on for the win. It was Pindard with the overall as his 1-2 set of motos bettered Benson's 3-1, and Kinzebach rounded out the top three positions. Renaux, on the other hand, took a trip to the hospital with a suspected broken clavicle.

The race of the day involved three riders from three different classes, but the show they put on made everyone in the stands forget any and all classifications. The three riders that made the excitement happen were 250cc Pro Ken Neitzel, 250cc Intermediate Robbie Dunham and 250cc Novice Danny Woodard. Also joining in on the action were Junior Vets Gary Sailor and 25+ Intermediates Brian Hill and Scott Murphy.

In moto one Woodard rocketed out of the gate, leading his upper-classmates through turn one. Sailors rounded the turn in second and then jumped up and over Woodard as they crested "The Launcher," a 45-foot tabletop step-down jump. His lead was short-lived though, as he went down in the switchback at the end of the straight.

Woodard, once again in the lead, now had company in the form of Neitzel and Dunham. First Dunham got by Neitzel and then went by Woodard in the rockers for the lead. Then Neitzel came up on the Novice and began to stick a wheel in on him. For the next four laps both Woodard and Neitzel closed on Dunham. Dunham bobbled, handing the lead back to Woodard with Neitzel tucked in right behind. This dropped Dunham back into third, but now Sailors had rejoined the fracas, and he also slipped by Dunham.

Woodard was riding the edge but doing everything perfectly as he defended his lead from Neitzel during the last lap. Neitzel was determined to get by the novice, but right in the middle of a pass attempt the radiator hose on his KX250 popped off. This resulted in a DNF for the High-Desert Kawasaki rider and a first-moto overall win for Woodard.

Woodard gated perfectly in moto two, grabbing yet another holeshot out of the hands of the more experienced riders. Neitzel, having repaired his Kawasaki, went by Woodard early this moto. Later in the race a tiring Woodard allowed Dunham to slip by also. After these passes were made the race became a follow-the-leader affair, but an obviously happy Woodard still finished a respectable third overall, and first 250cc Novice.

Results

P/W A: 1. Blake Mitchell (Yam); 2. Scott Simon (Yam).

P/W B-1: 1. Joshua Grant (Yam); 2. Andrew Nason (Yam); 3. Eric Hunter (Yam).

P/W B-2: 1. Joey Rose (Yam).

60 (0-8): 1. Shane Smith (Kaw); 2. Blake Mitchell (Kaw); 3. Scott Simon (Kaw).

60 (9-11): 1. David Hall (Kaw).

80 BEG: 1. J.J. Hall (Kaw); 2. Ryan Prunty (Suz); 3. Shane Mitchell (Kaw); 4. Kevin Townsend (Yam).

80 NOV: 1. Tyson Taylor (Yam); 2. Dennis Wyman (Yam); 3. Chris Thompson (Kaw); 4. Shaun Mitchell (Kaw).

80 INT: 1. Chris Neitzel (Kaw).

125 BEG: 1. Dennis Woodard (Kaw); 2. Mike Odom (Hon).

125 NOV: 1. Kenneth Katz (Suz); 2. John Turner (Suz).

250 NOV: 1. Danny Woodard (Kaw).

250 INT: 1. Robby Dunham (Yam).

250 PRO: 1. Ken Neitzel (Kaw).

JR VET BEG: 1. John Stich (Kaw); 2. Lee Saul (Hus); 3. John Erickson (Hon); 4. Fernando Berroteron (Hon).

JR VET INT: 1. Scott A. Murphy (Hus); 2. Brian Hill (Yam).

JR VET EXP: 1. Gary Sailors (Suz).

VET BEG: 1. John Pindard (Hon); 2. Ress Betisoti (Hon); 3. Ruth Ann Renaux (Suz); 4. Dennis Kinzebach (Hon).

VET NOV: 1. Ron Northrup (Suz); 2. Ross Hoecker (Yam); 3. Tim Mitchell (Kaw); 4. James Coppedge (Hon).

VET INT: 1. Leo Saul (Cag).

SR. INT 1. Bob Dunham (Yam); 2. Ken Neitzel (Kaw).

Durelle dominates Jacksonville Regional Short Track

By Dave Hoenig
Photo by Flat Trak Fotos

JACKSONVILLE, IL, SEPT. 4

Dave Durelle overcame a back row start to win the Tote Gray-promoted Short Track Regional at the Morgan County Fairgrounds, Jacksonville Raceway. Durelle excited the large crowd by working his way through traffic to win the 20-lap main on his Donahue H-D/General Eng./Ron Wood/Bieffe/Al Muth H-D/Storz/Tsubaki/Maxima-backed Wood-Rotax.

The diminutive Minnesotan held off a fast closing Will Davis. "After I took the lead, it was one time I wished it was just a seven-lap race. I looked back and saw Will coming, so I just stayed as consistent as I could. The groove was really slick," said Durelle.

A large field of riders were all time trialed with Durelle topping 42 Experts with a 15.74 second lap, over Bill Hofmeister, Ian Segedy and Ken Coolbeth Jr. Paul Morgan III was the quickest of the 17 Pro-Ams at 15.96. Morgan also had the fastest 883 time.

Pole-sitter Tony Kohner led the 12-lap, Pro-Am main on the first lap only to be passed by Reed Bertolino on lap two. Bertolino held a narrow lead over Kohner, Morgan, Ryan Brown and Hall. At the halfway mark Brown worked his way into the lead over Bertolino and Kohner while Eric Brouhard came from deep in the pack to fourth. Kohner dropped two more positions then fell hard in turn four collecting Holeman in the process, bringing out the red flag. The restart found the first three staying the same with Doug Beattie climbing to fourth. An uncommon sight in the winner's circle was seen as all three top finishers were numbered 77. Michigan's 77X Brown was the winner followed by Illinois' 77P Bertolino and Minnesota's 77K Brouhard.

The 883 main looked to belong to Bill Hofmeister until Matt Wait blasted by on the last lap. Wait, along with James Hart, had stalked Hofmeister the whole race. Hart was a close third.

By virtue of his fast heat time, Andy Tresser was sitting on the pole for the start of the Expert main. Will Davis, Ken Coolbeth, Dave Hebb, Mike Hacker and Hofmeister were on his flank.

When the green light flashed it was Hebb in command, but he was under fire. Hacker, Davis, Kris Armentrout and Durelle were all looking for a place to move. Durelle was the first to move to a higher line.

"Mark (Gruber) showed me that line in the semi. The groove was just too slick, but if you could ride just off it there was traction there," said Durelle.

After Durelle swept into the lead Hebb faded to third behind Hacker. "We had a scuffed tire on and it wouldn't work off the groove. I couldn't keep up as well as in the heat," said Hebb of his difficulties which eventually left him in tenth.

Davis and Hacker battled over second with Armentrout and Coolbeth a short distance back. Once Davis was able to shake free of Hacker he set his sights on Durelle. "The track was a lot better in the main. There was more room to work, but it just took me too long to get into second to be able to catch Davey," said Davis.

Hacker slipped back into a battle with Coolbeth for third while Armentrout fended off Charlie Orr. The final positions were set with the exception of Orr taking fifth on the last lap.

Results

883: 1. Matt Wait (H-D); 2. Bill Hofmeister (H-D); 3. James Hart (H-D); 4. Paul Morgan III (H-D); 5. Ty Howard (H-D).

PRO-AM: 1. Ryan Brown (Rtx); 2. Reed Bertolino (W-R); 3. Eric Brouhard (H-D); 4. Doug Beattie (H-D); 5. Mike Bertram (Hon).

EX: 1. Dave Durelle (W-R); 2. Will Davis (C-A); 3. Mike Hacker (Rtx); 4. Ken Coolbeth (W-R); 5. Charlie Orr (H-D).

Stiegler conquers Hunt MX

By Michael Harasmisz

HUNT, NY, SEPT. 5

Kawasaki-mounted John Stiegler made his presence known by winning both Senior B motos at Hunt Moto Park with a smooth and steady riding style.

Stiegler grabbed the early lead in the first Senior B moto with Mike Beck and John Carpenter close behind. Stiegler opened up a lead while Beck and Carpenter dropped off the pace as Dave Carmen and Geo Terzian took control of second and third. Stiegler took the win with Carmen second and Terzian third.

Stiegler took the holeshot again in moto two with Ray Rink and Terzian following. Terzian moved into second on lap two while Rink dropped out of the top five. Stiegler took the win and the overall while Terzian was second with Mark Bellinger moving up to third. Carmen was fourth.

In Vintage/Woods action Don Hall came around leading the first lap with Steve Dash and Tom Tutt on his rear fender. Hall faded as Dash took over the lead with Scott Flohr and Wayne Barber closing in. Barber took control of the front position on lap three and held on for the win. Dash was second with Flohr third.

Mark Gage jumped out front in moto two with Dash second and Barber in third. Barber wasted no time as he was in first place by the end of lap two, leaving Dash and Gage to battle over the runner-up spot. Barber was first to the flag for the win and the overall. Dash held on to second with Gage third.

Results

P/W 1. Michael Sick (Yam); 2. Kenneth Nichols (Yam); 3. Zachariah Costley (Yam); 4. Mathew Coast (Yam); 5. Casey Tunney (Yam).

60: 1. Jamie Robinson (Kaw); 2. Bob Silvarole (Kaw); 3. Jack Carpenter (Kaw).

MINI JR: 1. Bear Hughson (Kaw); 2. Aaron Dieter (Suz); 3. Adam Bourne (Suz); 4. Jamie Robinson (Kaw); 5. Bob Silvarole (Kaw).

MINI SR: 1. Casey Higgins (Kaw); 2. John Harkness (Suz); 3. Mike Lengo (Suz); 4. Justin Shepker (Kaw); 5. Brian Barber (Kaw).

MINI COMB: 1. Casey Higgins (Kaw); 2. John Harkness (Suz); 3. Justin Shepker (Kaw); 4. Mike Lengo (Suz); 5. Matt Sick (Suz).

SCHBY: 1. Doug Retterer (Kaw); 2. Casey Higgins (Kaw); 3. Michael Thesing (Kaw); 4. Brian Williams (Yam).

17-24 COMB: 1. John Dechsle (Kaw); 2. Jake Ellsworth (Hon); 3. Eric DeBadts (Hon); 4. Mark VanNorman (Kaw); 5. Brian Tyler (Suz).

125 BEG: 1. Jim Corey (Suz); 2. Tom Farkas (Hon); 3. Robert Okonirski (Kaw); 4. Mac Hebe (Kaw); 5. Matt Cutaia (Kaw).

250 BEG: 1. Mike Johnson (Hon); 2. Roy Ernst (Suz); 3. Doug Orsner (Hon); 4. Joe Schueler (Hon); 5. Tom Meritt (Hon).

125 NOV: 1. Chris Bardeen (Hon); 2. Tom Acquilano (Kaw); 3. Mike Miacker (Hon); 4. Matthew Duell (Kaw); 5. Robert Diethick (Hon).

250 NOV: 1. John Mercier (Yam); 2. Mike Beck (Hon); 3. Eugene King Jr. (Kaw); 4. Ronn Bragg (Suz); 5. Dick Pisa (Hon).

125 AM: 1. Doug Retterer (Kaw); 2. Chris VanHyning (Suz); 3. Steve Seering (Hon); 4. Matt Smith (Kaw).

250 AM: 1. John Dechsle (Kaw); 2. Mike Latone (Kaw); 3. Chris VanHyning (Yam); 4. Michael Difiore (Kaw); 5. Jim Cory (Kaw).

VINT WDS: 1. Wayne Barber (Kaw); 2. Steve Dash (Kaw); 3. Mark Gage (Yam); 4. Don Hall (Hon); 5. Tom Meritt (Hon).

25+ AM: 1. Geo Terzian (Hon); 2. Tim Becht (Kaw); 3. Wayne Barber (Kaw); 4. Kevin DeJac (Kaw); 5. Scott Rhinehart (Kaw).

25+ EX: 1. Ted Holt (Yam); 2. Martin Merz (Kaw).

SR C: 1. Don Carmen (Yam); 2. Dick Pisa (Hon); 3. Roy Ernst (Suz); 4. Tom Tutt (Hon); 5. Jon Heerkens (Yam).

SR B: 1. John Stiegler (Kaw); 2. Geo Terzian (Hon); 3. David Carmen (Yam); 4. Mark Bellinger (Hon); 5. Kevin Dejac (Kaw).

SR A: 1. Martin Merz (Kaw); 2. Brian Broadwell (Suz).

125 EX: 1. Bill Silvarole (Kaw); 2. Scott Camp (Kaw); 3. Mark VanNorman (Kaw).

250 EX: 1. Bill Silvarole (Kaw); 2. Ted Holt (Yam); 3. Martin Merz (Kaw); 4. Curt Holzer (Suz); 5. Rich Dool (Kaw).

Hodges hammers Hollister MX

By J.R. Canaguier

HOLLISTER, CA, SEPT. 12

Mike Hodges proved that determination and finesse were all he needed to take the overall win in the 250cc Intermediate class at the Hollister Hills MX Park after heated battles in both motos with Kevin Hunt.

Hodges put his Rock Oil/Linderman Eng./Motors West Yamaha into the first turn ahead of the pack in moto one but soon relinquished his lead to the hard-charging Hunt. After repeated tries to get back the lead, the rough Hollister track proved very difficult to pass on and second was the best Hodges could do. Don Mendenhall looked to be a threat for a while, but he found it hard to find a good line to pass. Chris Baccelli rounded out the top four.

Moto two was all Hodges as he took the lead and held on for the win. Hunt and Mendenhall duked it out for second the whole moto with Hunt edging by in the last lap. The Vet Beginner class was next and it was Charles Soares taking the win over Robert Roehlk, who had to battle with Manny Fernandez all day. Roehlk holeshot into the lead in moto two and looked like he would run away with it for about three laps, but Vet Novice rider Kevin McCarthy took over the lead followed by Richard Fajardo putting Roehlk in third for the moto and second Vet Beginner.

Results

P/W 50 BEG: 1. Bob Morella (Yam); 2. Zach Flores (Yam); 3. Jacob Horan (Suz); 4. Brian Dominguez (Yam); 5. Ryan Gray (Yam).

P/W 50 NOV: 1. Snakeman Guisande (Yam).

60: 1. Bobby Morello (Kaw); 2. Brian Dominguez (Kaw).

80 BEG: 1. Graham Farmer (Hon); 2. Toby Chalios (Hon); 3. Ryan McGilloway (Kaw); 4. Danny Ornelas (Suz); 5. Jeff Miller (Kaw).

80 NOV: 1. Auggie Rodriguez (Yam); 2. Kathy Pruitt (Hon); 3. Harold Hageman (Kaw).

80 INT: 1. Tyler Evans (Hon).

125 BEG: 1. Darin Frost (Suz); 2. Sam Garroutte (Kaw); 3. Jason Mitchell (Hon); 4. Brian Paul (Yam); 5. Rick Crespi (Hon).

125 NOV: 1. Keith Verdin (Kaw); 2. Michael Goldstein (Kaw); 3. Ryan Brink (Kaw); 4. John Romanoff (Hon); 5. Chris Bartlett (Kaw).

250 BEG: 1. Eric Krass (Hon); 2. Tony Langone (Hon); 3. Matt Gallizioli (Hon); 4. Jeff Wilson (Kaw); 5. David Seligman (Hon).

250 NOV: 1. Brad McLennan (Hon); 2. Shane Verdin (Hon); 3. Blaine Sollazzi (Hon); 4. Tony Owen (Hon); 5. Jeff Molina (Hon).

250 INT: 1. Mike Hodges (Yam); 2. Kevin Hunt (Kaw); 3. Don Mendenhall (Suz); 4. Chris Baccelli (Hon).

250 PRO: 1. Eric Pucelik (Hon).

500 PRO: 1. Dan Roger (Hon).

25-29 BEG: 1. Ken Davidson (Hon); 2. Garin Frost (Suz); 3. Matt Gallizioli (Hon); 4. Allen Blanco (Kaw); 5. Joe Palermo (Hon).

25-29 NOV: 1. Andrew Norrish (Hon); 2. Eric Shofstall (Yam); 3. Sean Hummel (Hon); 4. Todd Frontella (Kaw).

25-29 INT: 1. Mike Hodges (Yam); 2. Luke Skybiker (Hon).

VET BEG: 1. Charles Soares (Hon); 2. Robert Roehlk (Suz); 3. Manny Hernandez (Yam); 4. Kevin Wilkinson (Hon); 5. John Grinager (Hon).

VET NOV: 1. Richard Fajardo (Yam); 2. Kevin McCarthy (Yam); 3. Jim Phillips (Hon).

VET INT: 1. John Dallare (KTM); 2. Dave Zollo (Kaw); 3. Willie Conley (Hon).

VET PRO: 1. Gary Fargo (KTM); 2. Bruce Manzoni (Hon).

OT NOV: 1. Greg Trower (Hon); 2. Mark Grahaam (Hon).

OT INT: 1. Brad Smith (Hon); 2. Rich Lokke (Kaw); 3. Ted Westover (Kaw); 4. J.R. Canaguier (Suz).

WMN: 1. Susan Andrew (Yam); 2. Jody Taylor (Kaw).

Gaddis steals Island Park MX

By John Clifford

GREELEY, CO, SEPT. 11

Jimmy Gaddis, hot off his AMA Western Regional 125cc Supercross Championship, continued his victorious ways by capturing all three Pro classes at E&M's 10th annual Supercross State Championship in the Island Grove Park Arena.

In the 125cc Pro main event Gaddis' slow start made for tons of excitement as he had to work through Colorado's best riders. When the gate dropped Andy Atkins grabbed the lead. Brian Deegan, Shaun Morga, James Eickel and Shaun Morgan all pursued. At the end of the first lap Morgan squeezed by Morga and Eickel for third. Gaddis broke into the top 10 and passed Josh Kellogg and Keith Campbell. His next victim was Robby Clauss in the whoops. Up front, Deegan pressured Atkins, and when Atkins bobbled, Deegan passed for the lead and stretched it out. Eickel's consistent riding was not enough to hold off Gaddis as he dropped into fourth. The Morgan-Atkins battle was still raging when Gaddis stuffed Morgan then boxed out Atkins who fought back before relenting. Time was running out, but with two laps left Gaddis put the move on Deegan and motored to victory.

Morgan stole the start of the 250cc main event with Gaddis, Kellog and Kip Sandell on the attack. Atkins and Campbell picked it up to challenge. Gaddis' early pass set him free not to be seen again. Sandell passed Kellogg for third. Morga was fifth followed by Clauss, Atkins, Jeromy Buehl and Deegan.

The Open Pro start went to Morgan with Sandell, Gaddis, Deegan, Clauss and Atkins in pursuit. Gaddis clipped Morgan's front wheel and styled to his third win of the night. Morgan battled with Sandell but kept second overall. Sandell finished third followed by Clauss, Morga, Atkins, Kellogg and Campbell.

Results

80 PRO: 1. Ryan Clark; 2. Justin Buckelew; 3. Isaiah Johnson; 4. Travis Riley.

125 PRO: 1. Jimmy Gaddis; 2. Brian Deegan; 3. Andy Atkins; 4. Shawn Morgan.

250 PRO: 1. Jimmy Gaddis; 2. Shawn Morgan; 3. Kip Sandell; 4. Josh Kellogg.

OPEN PRO: 1. Jimmy Gaddis; 2. Shawn Morgan; 3. Kip Sandell; 4. Robert Clauss.

VET PRO D-1: 1. Mark Flesia; 2. David Clabaugh; 3. Brian Sharp; 4. John Old.

VET PRO D-2: 1. David Wollaston; 2. Michael Kish; 3. Melvin Kiel; 4. John Malsam.

60 NOV: 1. Jason Rabbit; 2. Blaine Zulian; 3. Gabe Benavidez; 4. Timmy Travis.

80 NOV: 1. Ivan Tedesco; 2. Levi Ballog; 3. Mike Brueckner; 4. Aaron Johnson.

125 NOV: 1. Ron Kidd; 2. Shane Wilcoxson; 3. Jeff Brewster; 4. Corey Grove.

250 NOV: 1. Ed Brennon; 2. Brett Leathers; 3. Mike Renner; 4. Nick Koutsoukos.

OPEN NOV: 1. Brett Leathers; 2. Jed Heniz; 3. Bill Harding; 4. Jeff Brewster.

VET NOV: 1. Dale Raymond; 2. Doug Hardin; 3. Dave Rosbak; 4. Barry Hall.

SR NOV: 1. Jack Walton; 2. Tom Robertson; 3. Bob Funk; 4. Drew Marsicano.

60 B: 1. Ivan Tedesco; 2. Kevin Johnson; 3. Andrew Short; 4. Ryan Cook.

80 B: 1. Gio Tedesco; 2. Chris Parr; 3. Levi Ballog; 4. Robby Fitch.

125 B: 1. Bodie Ernst; 2. Keith Johnson; 3. Jason Church; 4. Wes Hale.

250 B: 1. Bill Andrews. 2. David Fay; 3. Jaden Barr; 4. Patrick Holland.

VET B: 1. John Clifford; 2. Terry Collins; 3. Mike Lundquist; 4. Ian Christie.

SR B: 1. Brent Bean; 2. Wayland Burt;

OPEN B: 1. Alley Seymour; 2. Bill Andrews; 3. David Fay; 4. Jaden Barr.

WMN: 1. Pam Nelson; 2. Stacie Stone.

Swink dominates Ocala MX

By Kyle Myers

OCLALA, FL, SEPT. 12

Factory Suzuki rider Brian Swink dominated the action at the final round of the Florida Motocross Club Series at Motorcross of Marion County. Swink clicked off a perfect four- moto victory in the 125 A and 250cc A divisions. There were over 200 riders in attendance.

When the first 250cc A moto left the line Travis Blackburn rocketed into the lead with Swink, Gene Naumec, Chris Brown and Josh Latina in hot pursuit. Blackburn fell on the opening lap as Swink, Naumec, and Brown motored past. Swink pulled away while Latina and Blackburn battled for fourth. On the last lap Latina's front wheel washed out and he went down. Blackburn moved into fourth. Swink took the first moto win over Naumec, Brown, Blackburn and Latina.

The second moto saw Latina rip the holeshot, but Blackburn out-powered him in the second turn to take the lead. Naumec, Swink and Brown gave chase. Latina swooped on a double and crashed hard, ending his second moto. Naumec and Swink dogged Blackburn's every move. At the halfway point of the eight-lap moto Swink dove underneath Naumec to move into second. Swink then closed the four-second gap that Blackburn had built up and overtook him on the long tabletop jump. Swink held on for the win and overall ahead of Blackburn, Naumec, Brown and John Fesler, who filled Latina's place.

In the highly competitive 125cc A class Swink jumped out to the early lead with Latina, Anthony Paggio, Brown and Fesler in tow. Paggio and Brown fought for third for two laps until Paggio slid out in a turn, handing Brown the position. Swink added to his lead while Brown closed the gap on Latina. Brown was glued to Latina's fender for four laps, but Latina held him at bay to follow Swink home. Fesler and Paggio rounded out the top five.

Latina led the field into the first turn of the second moto as Paggio, Brown, Swink and Fesler trailed behind. Brown was on the gas charging by Paggio and closing in on Latina until Brown endoed at high speed. The race was red flagged as the medics attended to Brown. Brown was alright, but elected to sit out the restarted moto.

On the restart Latina again took the holeshot over Paggio, Swink, Fesler. Swink rammed his way by Paggio and closed in on Latina. Swink and Latina passed each other back and forth several times. Paggio fell in a turn, and Fesler slipped by. Swink passed Latina on the last lap to take the victory as Paggio also got by Fesler. The finishing order was Swink, Latina, Paggio and Fesler. CN

Results

1. Justin Holstein (Yam); 2. Kyle Williamson (Yam); 3. Forrest Smith (Yam); 4. Robert Holstein (Yam); 5. Randy Charron (Yam).

65: 1. Jeremy McDow (Kaw); 2. Matt Johnson (Kaw); 3. Josh Baker (Kaw); 4. Ron Wilkes (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Clint Shealy (Kaw); 3. Andrei Boloni (Suz); 4. Matt Johnson (Kaw); 5. Tom Parsons (Hon).

85 (12-13): 1. Jason Thomas (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Jon Bowman (Yam); 4. Ray Hansen (Kaw); 5. Darren McElhatten (Suz).

85 (14-15): 1. Ron Renner (Yam); 2. Ryan Aydelotte (Kaw); 3. Russel Jones (Hon); 4. Scott McGuigan (Hon); 5. Matt Kraicliey (Kaw).

S/MINI: 1. Jason Thomas (Kaw); 2. Darren McElhatten (Hon); 3. Kyle Farnell (Yam); 4 Ron Renner (Yam); 5. Ray Hansen (Kaw).

16-24: 1. Travis Blackburn (Kaw); 2. Lee Tatham (Yam); 3. Jeff Neilander (Hon); 4. Dave Wincott (Yam); 5. Mac Perry (Suz).

125 BEG: 1. Chris Dewyngaert (Hon); 2. Daniel Sallas (Kaw); 3. David Guston (Hon); 4. Brandt Frenchman (Hon); 5. Steve Christainsen (Hon).

125 C: 1. Lee Tatham (Yam); 2. Clint Frank (Hon); 3. James Joiner (Hon); 4. Herschel Auxier (Hon); 5. Travis Willis (Hon).

125 B: 1. Jarrett Tipping (Suz); 2. Rod Furnell (Kaw); 3. Mike Decker (Kaw); 4. Sean Avera (Suz); 5. Kyle Myers (Hon).

125 A: 1. Brian Swink (Suz); 2. Josh Latina (Kaw); 3. John Fesler (Suz); 4. Anthony Paggio (Yam); 5. Chris Brown (Suz).

250 C: 1. Jeff Neilander (Hon); 2. Greg Boyle (Hon); 3. Keith Jones (Hon); 4. Chris Nelson (Yam); 5. Craig Olson (Suz).

250 B: 1. Sean Avera (Suz); 2. Rod Furnell (Kaw); 3. Mike Duffield (Yam); 4. Steve Dumond (Suz).

250 A: 1. Brian Swink (Suz); 2. Gene Naumec (Yam); 3. Travis Blackburn (Kaw); 4. Chris Brown (Suz); 5. John Fesler (Suz).

25+: Mark Beamer (Suz); 2. John Lundy (Yam); 3. Jimbo Hayes (Hon); 4. John Harris (Yam); 5. Steve Dye (Hon).

30+: 1. Jon Ortner (Kaw); 2. John Lundy (Yam); 3. Tim Lozaw (Yam); 4. Tim Eggers (Suz); 5. Mitch Holstein (Kaw).

35+: 1. Charles Lehing (Hon); 2. Tom Morgan (Kaw); 3. Vincent Gould (Suz); 4. Mike Menefee (Suz); 5. Tom Fogg (Kaw).

40+: 1. Randy Kelley (Kaw); 2. Charles Lehing (Hon); 3. Tom Fogg (Kaw); 4. Robert Dare (Kaw); 5. Terry Sacik (Yam).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Steve Dye (Hon); 3. Mitch Holstein (Kaw); 4. Aramanso Carrasquillo (Hon); 5. Ernest Woods (Hon).

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CYCLE NEWS

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17TH ANNUAL **KAWASAKI** MOTOCROSS

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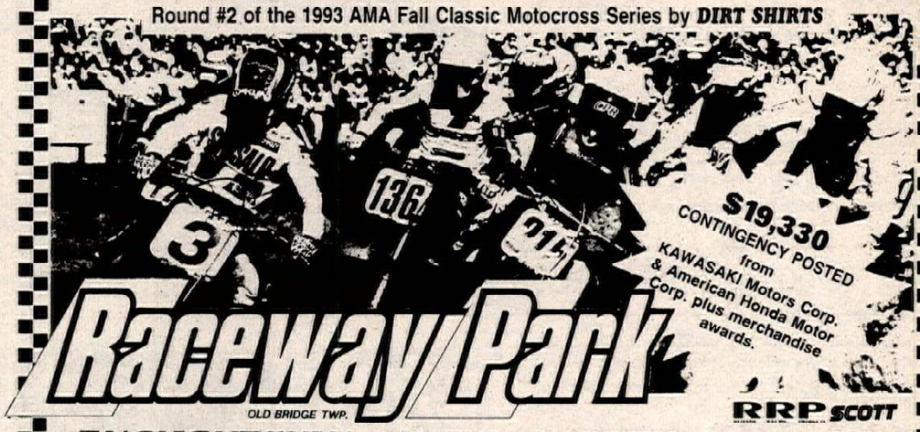
RACE OF CHAMPIONS '93

Round #2 of the 1993 AMA Fall Classic Motocross Series by **DIRT SHIRTS**



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SATURDAY, OCTOBER 2, 1993 AT 12:00 NOON (Trophy Class Racers Amateur Day)

SUNDAY, OCTOBER 3, 1993 AT 1:00 PM (Professionals and all money paying classes + Vintage Exhibition Race)

600 RACERS IN 1992

MORE EXPECTED IN 1993

The BIGGEST Motocross Weekend of the Fall

and your final chance to see many of the country's finest professional motocross racers from all over the USA, including the FACTORY KAWASAKI MOTOCROS TEAM featuring **MIKE KIEDROWSKI #1 • MIKE LAROCO #1 • ROBBIE REYNARD** and others! Many past **KAWASAKI Race of Champions** winners will be returning for the AMA Fall Classic Motocross Series including **JOHNNY O'MARA** and more to be announced!

KNOBBY HILL MOTOCROSS

PRESENTS

2nd ANNUAL

MEGA MOTO SHOWDOWN

October 10, 1993

In conjunction with the regularly scheduled District 15 Race.

The Mega Moto Showdown will be held at intermission.

One separate moto paying big prizes for each class

A Class Mega Money Purse	
1st Place	$1,000.00
2nd Place	$500.00
3rd Place	$250.00
4th Place	$150.00
5th Place	$100.00

B Class Mega Contingency Program	
1st Place	$500.00
2nd Place	$200.00
3rd Place	$100.00
4th Place	$75.00
5th Place	$50.00

**All B class winners will be awarded prize amount in gift certificates and contingency prizes.*

This event is made possible thanks to fine dealers such as:

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Action Motorsports
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Have a safe race - support D.I.R.T.

Contingency sponsors this year include:

AXO Sport America
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Answer
Pirelli Tires
Endura Sports Drink
Throttle Jockey

All entries for Mega Money event will be $10.00.

This fund will be used as hole shot awards in Mega Moto class.

(Ex. 40 rider gate x 10 = $400.00)

For More Info
1-800-783-7721 or
317-758-6200

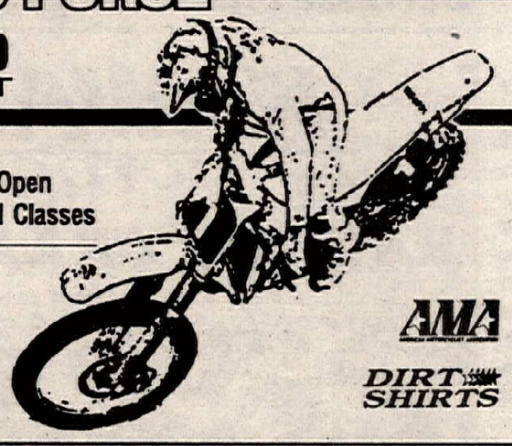
AMA

FALL CLASSIC MX SERIES

125 & 250/OPEN

Round 3 $7,000 PURSE

OCTOBER **9 & 10**
HIGH POINT



Sunday
Pro-Expert Feature - 125 & 250/Open
PLUS All Amateur, Youth & Quad Classes

Saturday
Pennsylvania District 5 State Championship

SUZUKI & YAMAHA CONTINGENCY MONEY

AMA

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INFORMATION: 304-594-1157 MT. MORRIS, PENNSYLVANIA

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For Info:
1-800-544-8714

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
9/26 Jarama, Spain

World C'ship Superbike Road Race Series
9/26 Monza, Italy
10/3 Donington Park, England
11/7 Mexico City, Mexico

International Six Days Enduro
10/11-16 Assen, Holland

World C'ship Endurance Road Race Series
10/17 Johor, Malaysia
10/24 Phillip Island, Australia

World C'ship Observed Trials Series
9/26 Pateley Bridge, England

Trial des Nations
10/2 Kilbroney, Ireland

AMA Grand Nat'l C'ship Series
9/25 Sacramento, CA M
10/9 Pomona, CA HM
Info 614/891-2425

AMA Camel Supercross Series
1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, FL
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
4/30 Las Vegas, NV
6/4 San Jose, CA
6/11 Los Angeles, CA

AMA Continental Tire 883 Nat'l C'ship Series
10/9 Ponoma, CA HM
10/24 Daytona Beach, FL RR
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
10/24 Flat River, MO
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/24 Lucerne Valley, CA
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series
10/3 Elkins, WV
10/17 Elizabeth, WV
10/31 Mt. Morris, PA
11/14 Greeneville, TN
Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series
9/26 Jefferson, PA
10/10 Oregonia, OH
Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series
9/25-26 Columbus, IN
10/2-3 McArthur, OH
10/9-10 Angels Camp, CA
10/23-24 Cottonwood, AZ
11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA Fall Classic MX Series
9/25-26 Buchanan, MI
10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/16-17 Danville, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series
10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series
9/25-26 MW GL Grattan, MI
10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series
9/25-26 Buchanan, MI
10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/15-17 Sutherlia, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 813/822-8929

AMA Florida State MX C'ship Gold Cup Series
9/26 Gainesville, FL
10/3 Dade City, FL
10/10 Reddick, FL
10/17 Ocala, FL
10/24 Dade City, FL
10/30-31 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series
10/31 Battleground, AL
11/7 Manington, KY
11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordsville, KY
Info 615/331-1475

WERA Pro Road Race Series
10/28-31 Braselton, GA
Info 916/582-0451

WERA Nat'l C'ship Series
Mid-Atlantic Region
10/2-3 Garrettsville, OH
10/9-10 Summit Point, WV
Southeast Region
10/2-3 Talladega, AL
10/15-17 Faulkville, GA
Mid-Central Region
10/2-3 Talladega, AL
10/16-17 Hallett, OK
North Central Region
10/2-3 Garrettsville, OH
10/9-10 Mt. Meriden, IN
South Central Region
10/16-17 Henderson, TX

WERA Grand Nat'l Final
10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series
10/16 Faulkville, GA
10/30 Braselton, GA

WERA Nat'l Vintage Series
10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series
10/9-10 Talladega, AL
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series
9/25 Buchanan, MI
10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Northeast MX C'ship Series
9/26 Southwick, MA
Info 201/767-9654

AHRMA Southeastern MX Series
10/2 Dade City, FL
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA Midwest MX Series
9/25 Buchanan, MI
10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series
9/26 Fernley, NV
10/3 Palmdale, CA
10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

AHRMA NorCal MX Series
9/26 Fernley, NV
10/17 Hollister, CA
Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
10/2-3 Weedsport, NY
10/9-10 Dallas, TX
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
10/10 White City, IL
10/23 Newnan, GA
Info 715/842-9699

AHRMA Pacific Coast Road Race Series
9/25 Portland, OR
Info 510/228-5117

AHRMA Mid-Atlantic Vintage Trials Series
10/10 Toughkenamon, PA
Info 410/775-7209

AHRMA Mid-America Vintage Trials Series
10/10 White City, IL
Info 715/842-9699

Yamaha North American Seniors MX C'ship
10/9 Lake Mills, WI

Vintage Dirt Track Racers Assn Series
9/25 Willmar, MN
Info 918/445-0671

ECEA C'ship Enduro Series
9/26 West Greenwich, RI
10/3 Greenbank, NJ
10/17 New Lisbon, NJ
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

ECEA Dual Sport Series
10/10 Indian Mills, NJ
Info 908/657-6338

NETRA C'ship Enduro Series
9/26 W. Greenwich, RI
10/3 Wrentham, MA
10/24 Chester, CT
11/7 Stafford, CT
11/21 W.Warren, MA

NETRA C'ship Hare Scrambles Series
9/26 S. Edmeston, NY

10/10 Fishouse, NY
10/16-17 Bourne, MA
Info 203/875-5757

NETRA Observed Trials Series

10/3 Ware, NH
Info 508/429-7675

NETRA C'ship Turkey Run Series

10/9-10 Plympton, MA
10/17 Winchendon, MA
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NETRA Jr. Enduro Series

10/16 Bourne, MA
Info 203/875-5757

NESC C'ship Motocross Series

9/26 Central Village, CT
10/3 Southwick, MA
10/10 Middleboro, MA
10/17 Southwick, MA
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series

10/17 Jefferson City, MO
10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

10/22-24 Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Series

10/2-3 Bowling Green, KY
Info 708/250-0838

NMRA Drag Racing Series

11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

10/15-17 Huntsville, AL
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

10/3 Jemison, AL
11/7 Maplesville, AL

SERA Hare Scramble Series

10/17 Tupelo, MS
TBA Coushata, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series

9/26 Crooms, FL
10/24 Tallahassee, FL
1/16/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series

10/2-3 Gr. Cove Springs, FL
10/16-17 Bradenton, FL
11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series

9/26 Rockford, AL
10/3 Jemison, AL
10/10 Cochran, GA
10/24 Tallahassee, FL
11/7 Maplesville, AL
1/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series

10/2 Maxeys, GA
10/17 Cochran, GA
11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series

10/9 Bridgehampton, NY
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series

9/26 South Edmeston, NY
10/10 Maple View, NY
10/24 Gowanda, NY
Info 315/895-7654

WNYSC Motocross Series

9/26 Palmyra, NY
10/3 Hunt, NY
10/10 Silver Springs, NY
10/17 Auburn, NY
10/24 Batavia, NY

CRA Vintage MX Series

10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series

9/25 Linnesville, PA
10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

Virginia C'ship Hare Scrambles Series

10-/3 Martinsville, VA
10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

10/3 Nacogdoches, TX
10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit

10/3 Chadwick, MO
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit

9/26 Buena Vista, CO
10/3 Cloudcroft, NM
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series

9/25-26 Portland, OR
10/17 Portland, OR
Info 503/221-1487

CMA Canadian Nat'l C'ship Hare Scrambles Series

9/26 Base Borden, Ont., CAN
10/3 Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

10/24 Primrose, Ont., CAN
Info 416/522-5705

USBA Road Race Series

9/25-26 Salt Lake City, UT
Info 801/535-4625

IERA Hare Scrambles Series

9/26 Thurman, IA
10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series

10/3 Barlett, IA
10/24 Reinbeck, IA
Info 515/795-3440

Grans Prix de Baja Series

10/16 Rio Colorado/Puerto Penasco Sonora, MEX
11/20 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

10/3 Rosarito, B.C., MEX
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

10/3 Prescott, AZ
11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series

10/9 Denver, CO
11/6 San Francisco, CA
Info 714/938-4100

CMRA Road Race Series

10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series

9/26 Montague, TX
10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

9/26 Oklahoma City, OK
10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

WSMC/Willow Springs Road Race Series

10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
Info 805/256-1234

ATA C'ship Observed Trials Series

10/3 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

9/25-26 Griffin, GA
10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

AFM Road Race Series

9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

Nor Cal YSR C'ship Series

10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series

10/10 Perris, CA
10/30-31 Rosamond, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 714/891-0187

CMC Trans-Cal MX Nat'ls

9/25 N Marysville, CA
9/26 S Adelanto, CA
9/26 O Albany, OR
10/2 -3 Final Adelanto, CA
Info 619/246-7262

WMRRA Road Race Series

10/3 Bremerton, WA
10/24 Seattle, WA
Info 206/972-4499

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

MRA Road Race Series

9/18-19 Steamboat Springs, CO
10/3 Second Creek, CO
Info 303/530-5678

GFI Racing North Battle of the 90s Fall MX Series

9/26 Los Banos, CA
10/3 Oakdale, CA
10/10 Hollister, CA
10/17 Brentwood, CA
10/24 Carnegie, CA
Info 209/673-8080

Northern NV Dealer MX Challenge Series

10/3 Carson City, NV
10/10 Fernley, NV
10/17 Carson City, NV
10/24 Fernley, NV
10/31 Carson City, NV
11/7 Carson City, NV
Info 702/267-4392

ALL BRAND NEW TERRAIN !!! ANOTHER CLASSIC LIKE,
* HOPE TOWN * GREAT BEAR * ELSINORE *

GLEN HELEN GRAND PRIX & EXPO

AMA SANCTIONED

PRAIRIE DOGS PRESENTING MC CLUB

PRO CLASS 200% PAY BACK !!

10 Miles Long !

FREE CAMPING !

COURSE DESIGNED BY:
MALCOLM SMITH
BRAND NEW TERRAIN, PLUS PAVEMENT !

DISTRICT 37 POINTS
* 15% Trophies *

INAUGURAL GLEN HELEN GP !!

OCT. 2nd & 3rd 1993

SATURDAY SCHEDULE		SUNDAY SCHEDULE	
9:00 a.m.	UNCLASSIFIED	9:00 a.m.	VINT/CLS/SIDECAR/4-STROKE
10:30 a.m.	SENIORS/MAGNUM/SUPER SR.	10:30 a.m.	MINIS (MIN. AGE 7 YRS.) *
12:00 p.m.	VETS	12:00 p.m.	250's
1:30 p.m.	0-175/WOMEN	1:30 p.m.	QUADS
3:00 p.m.	PRO RACE	3:00 p m.	OPEN

* The MINI RACE is a FUN EVENT for the younger Kids to be run on a shortened course. District MINI RACERS will Race the 0-175 Class

Entry Fees: $25.00 Pre-Entry, $ 35.00 Post Entry, $ 10.00 Minis
PRO CLASS - $ 50.00 Entry / 200% Payback
Starting Position Determined by Postmark, AMA Membership Required, Quads Welcome (No 3-Wheelers, No Quad Riders under 16 yrs. of age)

PRE-ENTRY OPENS 8-16-93 --- CLOSES 9-20-93

(1 Entry Form Per Race Please)
Send Entries + 2 SASE + Copies of AMA & District Membership Cards to:
Doug Mohr
5532 Dollar
Huntington Beach, CA 92647

Entry Information call: Doug Mohr (714) 898-4599
Vendor & Expo info call: Gene Romero (714) 529-6054

GATE FEE: ADULTS $10.00 • KIDS 6-12 yrs $5.00 • UNDER 6 yrs. FREE
FRIDAY: Gates Open 4:00 p.m.-10:00 p.m. * SAT. & SUN. Gates Open 6:00 a.m.
*** Overnight Camping Friday & Saturday Only ***
G.R.P.

AMA SANCTIONED

WISECO/YAMAHA/DUNLOP
National Cross Country Series

Oct. 16/17 (Round 13)
STARVATION POINT - Elizabeth, WV
I-77 to Mineral Wells Exit, take Rt. 14 to Elizabeth

Oct. 30/31 (Round 14)
HIGH POINT - Mt. Morris, PA
I-79 to PA Exit 1, go east

SATURDAYS
QUADS RACE - 1 PM
SUNDAYS
BIKES RACE - NOON

Entries and Information
RACER PRODUCTIONS
Rt 7 Box 459
Morgantown, WV 26505
PHONE
(304) 594-1157

WISECO Best 8 scores count
YAMAHA DUNLOP
Gear BT RACING Pro-Circuit Products WMX EK SCOTT SideWinder pro-action GERNICK'S Cuthbs SPORT LOUAK KLOTZ ACERBIS JTP

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LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1993 Happenings At The Motocross Track

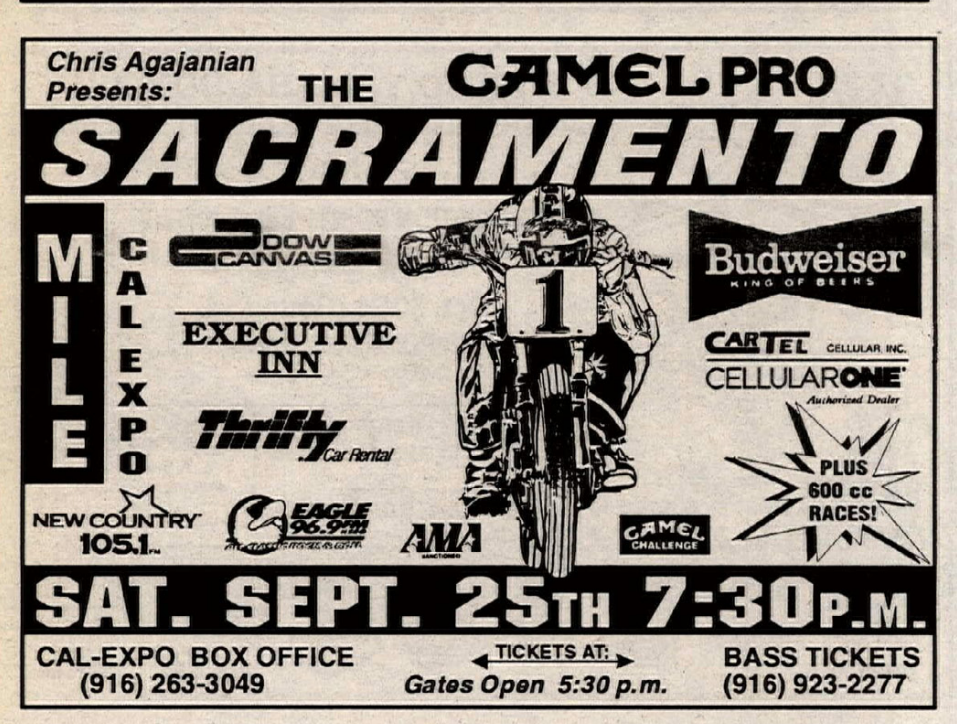
Sun., Sept., 26	MX
Sun., Oct., 3	AHRMA Reg., CZ World C'ships
Sun., Oct., 17	MX
Sun., Oct., 24	MX

Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CRC California Race Schedule
100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Wed., Sept. 22	Night Practice 4 pm - 9 pm
Fri., Sept. 24	CRC Night MX
Sat., Sept., 25	Practice 9 am - 2 pm
Sat., Sept., 25	Oldtimers/O Hill Gang Night MX
Sun., Sept., 26	CRC MX
Wed., Sept. 29	Night Practice 4 pm - 9 pm
Fri., Oct. 1	CRC Night MX

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889



Want to go racing!? Check the Cycle News calendar section.

PRAISE GOD
20 YEARS IN BUSINESS
1973-to-1993-and on...
Norton TRIUMPH BSA
SYMONDS CYCLES
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(818) 897-4738

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Sept. 25- Starwest Night MX (No Lic. Req'd.)
Sat., Oct. 2- Starwest Night MX (No Lic. Req'd.)
Sun., Oct. 3- CRC MX (License Req'd.)
Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Gates Open Sun. 6:30 a.m., Practice 8:00 a.m., Race at 9:30 a.m.
Open Practice:
Every Tues. 9a.m.-2p.m., 4p.m.-10p.m. Every Sat. 9a.m. - 1p.m.
New Pee Wee Track Available
Info Call: 714-855-2707

CALENDAR

SEPTEMBER						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

*Denotes Pro Payback

September 20

OHIO MOTOCROSS
AMA/D-12/American Motosports, Inc. Tuscarawas County Fair, Dover. Info 614/596-2057.

September 21-25

UTAH SPEED RUNS
Utah Salt Flats Racing Assn. 7th World of Speed Week. Bonneville Salt Flats, Salt Lake City. Info 801/785-5364.

September 23

DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

September 24

CALIFORNIA SPEEDWAY
* International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
* CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Fall C'ship #4. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
OHIO SHORT TRACK
* AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TEXAS MOTOCROSS
* Mosier Valley MX Park, Euless. Info 817/540-0815.

September 25

ALABAMA SUPERCROSS
* Warrior SX, Warrior. Info 205/841-7538 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
* West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA TT SCRAMBLES
* AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
* GFI. Pioneer Speedway, Oakdale. Info 209/847-9538.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MOTOCROSS
* Rojo Productions. Starwest Night Series. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
* Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA DESERT RACE
Superstition C'ship Series/ Budweiser/FRT. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA SPEEDWAY
State C'ship. Glen Helen Raceway, San Bernardino. Info 909/880-1733.
CALIFORNIA MOTOCROSS
* CMC Trans-Cal Series North #4. Riverfront Park, Marysville. Info 619/246-7262.
CANADA MOTOCROSS
MRA. Leamington Raceway, Ontario. Info 313/289-2100.
FLORIDA MOTOCROSS
ProSports USA. Fall Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
KENTUCKY MOTOCROSS
* Edmonson County Raceway, Elizabethtown. Info 502/286-8334.
MARYLAND SHORT TRACK
Balto. County Trail Riders Assn. Budds Creek Speedway, Potomac. Info 410/692-2753.
MINNESOTA SHORT TRACK
* AMA/VDTRA. Kandiyohi County Fairgrounds, Willmar. Info 612/593-1283.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
* Silver Creek MX Park, Morganton. Info 704/584-0776.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO SHORT TRACK/SPEEDWAY
Bar Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11/American Motorsports. Delaware County Fair, Delaware. Info 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holesho Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA MOTOCROSS
Traill-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE ARENACROSS
3rd Annual TN State AX C'ship Series/Paris Dirt Trackers. Paris/Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
* AMA. App Fair, Gray. Info 615/323-5497.
UTAH ROAD RACE
USBA Sprints #7. Bonneville Raceway, Salt Lake City. Info 801/535-4625.
WISCONSIN DRAGS
NHRA Jr Drag Racing League Series. Great Lake Dragaway, Union Grove. Info 818/914-4761.

September 25-26

GEORGIA TRIALS
SETRA C'ship Series. Griffin. Info 615/842-8288.
IDAHO MOTOCROSS
EIMA Series. Twin Lakes MX Park, Preston. Info 208/524-5831.
ILLINOIS HARE SCRAMBLES/ GRAND PRIX/MOTOCROSS
AMA/D-15 & 17. Lincoln Trail Motorsports Off Road Riding Park, Casey. Info 217/932-2041.
INDIANA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Stoney Lonesome M.C., Columbus. Info 812/376-9469.
IOWA TRIALS
All Iowa Trials Riders Assn. Marshalltown. Info 515/753-7317.
MEXICO SUPERCROSS
* Sucro Racing Promotions. Tecate Supercross, Tijuana, B.C. Info 619/561-8737.
MICHIGAN MOTOCROSS
* AMA Dirt hirts Fall Classic Series. Red Bud Track N Trail, Buchanan. Info 813/894-0439.
MICHIGAN MOTOCROSS
* D-14. Mustang Acres, Brighton. Info 313/229-9719.
NEVADA TRIAL
AMA/PITS. Plus Vintage. Moon Rocks OHV area, Sparks. Info 209/293-4768.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
WASHINGTON TOUR
Holy Family Foundation Tour des Lacs. Spokane. Info 509/482-2588 or 800-835-8841.

September 26

ALABAMA ENDURO
SETRA C'ship Series. Hatchet Creek Enduro, Rockford. Info 205/377-4683.
ARIZONA GRAND PRIX
GFI Arizona/Whiplash Motorsport. Thunder Valey Raceway, Mayer. Info 602/437-5411.
ARIZONA MOTOCROSS
GFI Arizona. Mountain View Raceway, Tucson. Info 602/437-5411.
CALIFORNIA MOTOCROSS
GFI Racing North Battle of 90s Fall Series. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA ROUGH SCRAMBLES
* AMA/D-36/Abnormal Promotions. Northern CA C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
* CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
* CMC Trans-Cal Series. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA MOTOCROSS
Glen Helen OHV Park, San Bernardino. Info 909/880-3090.
COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club, Craig. Info 303/824-7238.
COLORADO MOTOCROSS
SRAC Series. Pueblo. Info 303/933-7722.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
COLORADO ENDURO
RMEC Series. Buena Vista. Info 307/742-4136.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
* AMA/WorldSports. 11th Annual Florida Gold Cup C'ship Series. Gatorback Park, Gainesville. Info 813/894-0439.
FLORIDA DRAGS
ProStar Sportsman Regional. DeSoto Memorial Dragway, Bradenton. Info 609/768-4624.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
FLORIDA ENDURO
FTR/Suncoast Trail Blazers. Crooms, Brooksville. Info 813/784-5587.
GEORGIA MOTOCROSS
GA State C'ship Series. Bremen MX, Bremen. Info 404/941-8464.
IDAHO MOTOCROSS
Fossil bowl MX, Clarkia. Info 208/245-3608 or 245-4940.
ILLINOIS TT SCRAMBLES
AMA/D-17. Central IL M.C., Neoga. Info 217/895-2816.
ILLINOIS SWAP MEET
J & P Promotions. 7th Annual Parts Extravaganza. Belle-Clair County Fairgrounds, Belleville. Info 319/462-6011.
ILLINOIS ENDURO
Cahokia Creek Dirt Riders, White City. Info 217/627-2459.
IOWA MOTOCROSS
AMA. Stateline Trailriders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.
IOWA HARE SCRAMBLES
IERA Series. Thurman. Info 515/795-3440.
KANSAS HARE SCRAMBLES
KMSA Series. Westmoreland. Info 913/842-8272.
KANSAS MOTOCROSS
KMSA Series. Wichita. Info 913/842-8272.
KENTUCKY MOTOCROSS
* KORR C'ship Series. Green Acres GP MX, Marion. Info 316/636-5113.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
MONTANA MOTOCROSS
* Billings M.C. South Hills Clubgrounds, Billings. Info 406/259-6611 or 259-6725.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Orleans. Info 308/928-2503.
NEW JERSEY MOTOCROSS
* Powerline Park, New Egypt. Info 908/752-7305.
NEVADA MOTOCROSS
AHRMA -West Regional MX. Old Timers MX Park, Fernley. Info 805/832-1955.
NEW YORK MOTOCROSS
AMA/D-34/Del-Ray Enterprises. Ace MX, Modena. Info 5198/828-6149.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. MJS Ridgerun II, S. Edmeston. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/625-2894 or 723-2387.
NEW YORK HARE SCRAMBLES
AMA/NY State H.S. Series. Thunder Ridge, S. Edmeston. Info 716/335-6456.
NEW YORK MOTOCROSS
AMA/D-34/Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
* Ponderosa MX Park, Marshall. Info 704/645-3097.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
D-29 Ultra Series. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.

OHIO MOTOCROSS
D-12/MMDA Int'l MX/Glass City MC. Delta Motorsports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Motorcycle Raceway, Oklahoma City. Info 405/386-6088 or 390-8812.
OREGON MOTOCROSS
• CMC Trans-Cal Series. Albany SX Track Albany. Info 619/246-7262.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA HILLCLIMB
New England Hillclimbers Assn. Tyler Hill. Info 413/788-7406.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
RHODE ISLAND ENDURO
ECEA/NETRA C'ship Series. West Greenwich. Info 609/657-6338 or 203/875-5757.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
• AMA. Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS CROSS COUNTRY
TCCRA Series. Montague. Info 817/346-1132.
UTAH ROAD RACE
USBA Series. 3-Hr. Endurance. Bonneville Raceway, Salt Lake City. Info 801/535-4625.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX Park, Washougal. Info 503/673-1671 or 648-4555.

October 1

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Fall C'ship. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK
J & J Speedway, Grand Bay. Info 205/666-7241.
ARIZONA MOTOCROSS
• GFI Arizona. Mountain View Raceway, Tucson. Info 602/437-5767.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA SHORT TRACK
Southern Calif. Flat Track Assn. Glen Helen OHV Park, San Bernardino. Info 714/956-0556.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
AHRMA/FL Vintage MX Club. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX , Calhoun. Info 404/943-4935.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Dome, Des Moines. Info 515/265-6439.
KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info 502/286-8334.
MINNESOTA SHORT TRACK
• AMA. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA ENDURO
AMA/D-36/Carson Valley Qualifier. High Sierra M.C. Minden. Info 702/425-4762.
NEW YORK SHORT TRACK
Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• Fall Series. Wilkes County MX Park, Lenoir. Info 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK/SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
TENNESSEE MOTOCROSS
I-40 MX Park, Knoxville. Info 615/573-5425.
TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TENNESSEE SHORT TRACK
Memphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.

October 2-3

CALIFORNIA DUAL SPORT
AMA/Behr Services. Schaans Resort, Wilseyville. Info 415/367-1980.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Shootout. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CANADA MOTOCROSS
MRA. Canada vs USA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
FLORIDA HARE SCRAMBLES
FTR/Azalea City M.C. Green Cove Springs. Info 904/328-9747 or 684-2698.
KENTUCKY DRAGS
• AMRA 8th Annual North American All Harley Drags Final. Beech Bend Raceway Park, Bowling Green. Info 615/763-2241.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356.
NEVADA MOTOCROSS
• Gold Nugget Series. Rounds 5 & 6. Gold Rush Moto Park, Carlin. Info 706/754-6248.
NEW JERSEY MOTOCROSS
• AMA Dirt Shirts Fall Classic Series. Raceway Park, Englishtown. Info 813/894-0439.
NEW YORK SHORT TRACK
• AMA/Classic Bike/AHRMA. Days of Glory Vintage Weekend. Nat'l C'ship Dirt Track Series. Cayuga County Fairgrounds, Weedsport. Info 914/356-4433.
OHIO DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Enduro Riders Assn. McArthur. Info 614/444-9600.

October 3

ALABAMA ENDURO
SETRA C'ship Bama Barkbuster/SERA C'ship Series. Birmingham Trails & Trials, Jemison. Info 205/979-4542 or 939-3020.
ARIZONA DESERT RACE
ADRA Int'l Racing Assn. 16th Annual Prescott Mountain 100, Prescott. Info 602/252-1900.
CALIFORNIA MOTOCROSS
• GFI Racing North Battle of 90s Fall Series. Pioneer Arena, Oakdale. Info 209/673-8080.
CALIFORNIA GRAND PRIX
Prairie Dog GP. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CALIFORNIA MOTOCROSS
• CRC. Star West Park, Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
AHRMA West Regional Series. L.A. County Raceway, Palmdale. Info 805/832-1955.
FLORIDA MOTOCROSS
• AMA 11th Annual Floorida Gold Cup C'ship. Dade City Raceway, Dade City. Info 813/894-0439.
GEORGIA MOTOCROSS
GA Fall Series. Hillbilly Hills, Roberta. Info 912/788-0413.
IDAHO MOTOCROSS
Fossil Bowl MX, cLARKIA. iNFO 208/245-3608 OR 245-4940.
ILLINOIS TRIALS
Windy City Trials Club. Bley USA, Elk Grove. Info 708/437-0671.
IOWA ENDURO
IERA C'ship Series. Barlett. Info 515/795-3440.
KANSAS MOTOCROSS
KMSA C'ship Series. Great Bend. Info 913/842-8272.
KENTUCKY MOTOCROSS
Pendleton County Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
• Honda Backwoods Shootout. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
• KORR C'ship Series. Sprockets II GP MX, Arkansas City. Info 316/636-5113.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip West Enduro, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Dunes, Rosarito, B.C. Info 011-52-661-22525.
NEBRASKA MOTOCROSS
Cornhusker Circuit. Palmyra. Info 308/928-2503.
NEVADA MOTOCROSS
Northern NV Dealer Challenge III/NV Oldtimers. Silver State Raceway, Carson City. Info 702/267-4392.
NEW HAMPSHIRE TRIALS
NETA Observed Trials Series. Ware. Info 508/429-7675.
NEW JERSEY ENDURO
ECEA Series. Greenbank. Info 609/657-6338.
NEW MEXICO ENDURO
AMA/Prairie Dawg M.C/RMEC. Mile-High Enduro. Lincoln Nat'l Forest, Cloudcroft. Info 505/434-0454.
NEW YORK SHORT TRACK
• AMA. Electric City Riders, Schenectady. Info 518/374-7979.
NEW YORK MOTOCROSS
AMA/CNYNRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK ENDURO
AMA/AHRMA/Wayne County M.C. Fairville Fire Dept., Fairville. Info 315/331-6649.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/625-2894 or 723-2387.
NEW YORK MOTOCROSS
AMA/D-34/Octoberfest. Ace MX, Modena. Info 518/828-6149.
NEW YORK MOTOCROSS
WNYSC/Scott USA Day. Hunt Moto Park, Hunt. In fo 716/476-2697.
NEW YORK POKER RUN
Square Deal Riders M.C., Binghamton. Info 607/655-2003.
OHIO MOTOCROSS
AMA/D-12/American Motorsport, Inc. Coshocton County Fair, Coshocton. Info 614/596-2057.
OHIO DIRT DRAGS
• Morristown Raceway Morristown. Info 614/782-1015.
OHIO HARE SCRAMBLE
CRA. Salem M.c., Salem. Info 216/482-2971.
OREGON MOTOCROSS
MXNW Pacific Coast C'ship Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
OREGON MOTOCROSS
• CMC. OR State C'ship. Albany Supercross, Albany. Info 503/484-5217.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340.
PENNSYLVANIA HARE SCRAMBLE
M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Pagoda M.C., NbIRDSBORO. iNFO 215/582-3717.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Camp Coker Motorsports Park, Society Hill. Info 803/378-4700.
TENNESSEE MOTOCROSS
KY-TN-MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS ENDURO
Sabine Enduro Circuit. Cycleland Enduro, Nacogdoches. Info 903/845-3553.
TEXAS HARE SCRAMBLE
AMA/TX C'hip Series. Thunder Mountain, Jacksonville. Info 713/666-6483.
VIRGINIA HARE SCRAMBLE
VA C'ship Series. Blue Ridge Cycle Club, Martinsville. Info 703/632-5931.
WEST VIRGINIA CROSS COUNTRY
• AMA Wiseco/Yamaha/Dunlop GNCC Series. Forest Festival, Elkins. Info 614/891-2425.
WISCONSIN SWAP MEET
J & P Promotions. 9th Annual Parts Extravaganza. WI State Fair Park, Milwaukee. Info 319/462-6011.

October 8

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS • Mosier Valley MX Park, Euless. Info 817/540-0815.

October 8-11

CALIFORNIA RALLY
BMW Owners Club of San diego. Rancho Corrido Campground, Temecula-Mt. Polomar area, San Diego. Info 619/286-1971.

October 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

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(909) 880-3090
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GATES OPEN AT 6:30 A.M.
Practice: 7:30 a.m. - 8:30 a.m.
Riders Meeting: 8:45 a.m.
RACING BEGINS 9:00 A.M.
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• Pee Wees Race On Separate Track

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GLEN HELEN
Sat., Sept. 25 — Speedway State Championships (Pin Night)
Sun., Sept. 26 — GHR Championship Motocross Series
Sat., Oct. 2 & 3 — Glen Helen Grand Prix and Expo
Sun., Oct. 10 — CRC GP and Open MX Practice
Track Watered and Prepped
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
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CALENDAR

ARKANSAS SHORT TRACK/TT
West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA TT SCRAMBLE
A,A/D-36. Lodi Cycle Bowl, Lodi. Info 209/847-9538 or 544-1027.
CALIORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
COLORADO OFF ROAD
* MTEG Stadium Off Road Series. Mile High Stadium, Denver. Info 714/938-4100.
FLORIDA MOTOCROSS
Fall Series. ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IOWA SHORT TRACK
* Winter Dome Racing. Iowa State Fair Racing Dome, Des Moines. Info 515/265-6439.
KENTUCKY MOTOCROSS
* Edmonson County MX Raceway, Elizabethtown. Info 502/286-8334.
KENTUCKY MOTOCROSS
Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEW YORK SHORT TRACK
Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA MOTOCROSS
* Hot Summer Nights Series. Silver Creek MX, Morganton. Info 704/584-0776.
OHIO SPEEDWAY/
SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11/Action Sports Promotions. Nelsonville. Info 614/594-6686.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-2627.
TENNESSEE ARENACROSS
3rd Annual TN State AX C'ship Series. Paris/Henry Co. Fairgrounds, Paris. Info 901/642-0511.
TEXAS POKER RUN
The Texas Gypsy Tour/Poker Run/Barbecue/Dance. Dallas. Info 214/216-5520.
WISCONSIN DRAGS
NHRA Jr Drag Racing League Series. Great Lakes Dragaway, Union Grove. Info 818/914-4761.
WISCONSIN MOTOCROSS
Yamaha North American Seniors MX C'ship. Aztalan Raceway, Lake Mills. Info 414/786-4420.

October 9-10

CALIFORNIA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/D-36/Ridgerunners M.C. Angels Camp to Carson City, NV & back. Info 408/438-5130.
CALIFORNIA TRIAL
AMA/PITS. Frank Raines OHV Park, Patterson. Info 209/293-4768.
IDAHO MOTOCROSS
State C'ship. Boise. Info 208/524-5831.
ILLINOIS MOTOCROSS
AMA/D-15 & 17. Lincoln Trail Motosports Off Road Riding Park, Casey. Info 217/932-2041.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Bettencourt Tr, Plympton. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
PENNSYLVANIA MOTOCROSS
AMA Dirt Shirts Fall Classic MX Series. High Point Raceway, Mt. Morris. Info 813/894-0439.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

CRC

VINTAGE MOTOCROSS
Sunday, October 3
L.A. County Raceway, Palmdale, CA
AHRMA West Regional Series
A Vintage-Only motocross on a Specially Prepared Course
All AHRMA Classes Available, 3 Riders Make a Class.
AHRMA Membership Required • FREE Camping
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Gates Open 6:30 a.m.
Practice 8:00 a.m. • RACE 9:30 a.m.

AHRMA Info: days (310) 490-0012 eves (714) 897-8265
CRC Info: (805) 272-8889

1st Entry $23
2nd Entry $17
Gate Fee $10

Also!
CZ World Championships
CZ-only classes
Stock and Modified
250cc and 400cc

GFI RACING (909) 371-3434

Sat., Sept. 25	GFI at Night MX	Perris
Sat., Oct. 2	GFI Super Sat. Morning MX	Perris
Sun., Oct. 10	1993 GFI Fall Series - Rnd. 1	Perris
Sun., Oct. 17	1993 GFI Fall Series - Rnd. 2	Perris

A RIDER FOR THE RIDERS

MOTOWEST RACING ENT. (408) 238-8208

Sun., Oct. 10		Hollister Hills
Sun., Nov. 7	Rnd. 8 - Hi-Point	Metcalf Park
Sat., Nov. 21	Rnd. 9 - Hi-Point	Carnegie
Sat., Nov. 28	Rnd. 10 - S.R.V.A.	Hollister Hills

GFI - MOTOCROSS

Old Timers MX Association Race Schedule
Saturday, September 25
Special Race OT. MX. & OTHG.
Saturday Night L.A. County Raceway
For Information Call (714) 633-9503

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$12 PER RIDER, INCLUDES PARKING
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INFO: Shane Trittler Promotions (805) 294-0020

SPEEDWAY RACING
Every Friday Night
OC Fairgrounds / Costa Mesa, CA

Sept 24	25-Lap Classic (End of Regular Season)
Oct 2	Coors Dry US Nat'l Championship

Info: (714) 492-9933

DOUBLE CROSS RACING

Oct. 10	G.P.	Sunrise
Nov. 14	G.P.	Sunrise
Dec. 5	G.P.	Glen Helen

INFO: (714) 371-6333

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NORWALK, CA 90650
National Motosport Association

SRA GP California Schedule

Members		Non Members
October 24	Carlsbad	
November 21	Glen Helen	

Info (714) 957-2985

Next week

AMA Grand National Championship Series Sacramento Mile

Motocross
Smith Rd. Raceway
Medina, OH
Sept. 6
By Clydine Hensley

125 PRO
C.J. Klein Kaw
Darin Zaremba Yam
Eric Jeakle Kaw
Eric Nepodal Suz
Vince Karnow Hon
250 PRO
Chad Coon Hon
C.J. Klein Kaw
Jim Larkman Yam
Ray Vagarasoto Hon
Vince Karnow Hon
125 C
Carl Ondrus Suz
Iain Gilchrist KTM
John Ziska Hon
Nate Brosius Kaw
Wally Steel Hon
OPEN
Joel Eckstine Hon
25+
Randy Evans Kaw
Ray Collier Kaw
EXTRA
Jim Larkman Yam
Darin Zaremba Yam
Jim Griffith Hon
Craig Smith Suz
Jason Pudelski Hon
MINI JR
Alex Waite Kaw
MINI SR
Fred Henderson Kaw
Matt Delpropost Kaw
Matt Volpe Hon
Chris Ferguson Suz
Ben Haehn Kaw
P/W
Ben Nelson Yam
Ronnie Kendall Suz
Adam Kelley Yam
Andre Smith Yam
250 C
Chad Goodwin Hon
Craig Smith Suz
Ron Monroe Jr. Yam
Matt Ford Hon
James Gorby Suz
125 B
Bill Ball Hon
Jim Griffith Hon
Michael Dowd Hon
Ken Ward Kaw
250 B
Rich Sweat Hon
Joel Eckstine Hon
Jim Franz Kaw
T.J. Somers Kaw
SR I
Dave Blauman Kaw
Ralph Geiss KTM
Jim Kraly Yam
Bruce Perrell Hon
Dave Shuler Hon
SR II
Don Sprague Hon
Jack Pfaff Hon
Chuck Barracato KTM
Bob Lange KTM
Joe Otto Hon

Motocross
MRA
Saline Fairgrounds
Saline, MI
Sept. 8
By Marilyn Post

50
Thomas Koraliski Hon
Matthew Gow Yam
Nicholas Peterson Hon
60
Jeremy Ball Kaw
85 BEG
Mike Turnblom Hon
85 NOV
Ian Hammond Yam
Jason Foldesi Kaw
Derek Meyer Kaw
Brian Herron Kaw
John Goodman Hon
85 EX
Tom Barron Suz
Chris Lowell Suz
125 JR 12-15
Chris Beckington Suz
Rancil Hughes Suz
Chris Lowell Suz
John Williams Hon
Jason Beckington Suz
125 BEG
Ted Pizio Yam
Nick Dimitriff Kaw
Arthur Nanian Hon
Terry Cato Suz
Brent Belsole Hon
125 NOV
Rob Goupill Hon
Kevin Jackson Suz
Richard Powell Suz
Edward Steele IV Kaw
Chalen Slankard Yam
125 INT
Chris Beckington Suz
Rancil Hughes Suz
John Lukasik Yam
Jason Onago Suz
Joe Henke Suz
125 EX
David Gaylord Kaw
Aleen Horne Suz
250/OPEN BEG
Jamie Coppola Hon
Jim Middlebrook Yam
Todd Gilevich Hon
John Thompson Yam
Donald Hickman Hon
250/OPEN NOV
Alfred Damphousse Suz
Joel Gotts Suz
Ken Kuhn Suz
George Towles Hon
James Schlener
250/OPEN EX
Allen Horne Suz
David Gaylord Kaw
Greg Bowen Yam
Doug Jorissen Yam
Mike Himanek Hon
16-24 OPEN
John Lukasik Yam
Brian Pearce Suz
VET 25+
Darren Koraleski Hon
Mike Himanek Hon
Steven Halstead Kaw
VET 30+
Andy Kimball Suz
Bob Bolenbaugh Hon
VET 35+
Bob Bolenbaugh Hon
Kenneth Ball Hon
Richard Koraleski Hon

Motocross
Suicycle Fall C'ship
Sacramento Rcwy
Sacramento, CA
Sept. 10
By Jennifer Trimp

60
Ryan Wallace Kaw
Jesse Pavlov Hon
80 BEG
Eddie Marsalla Suz
Cory Bunse Kaw
Ryan Fennie Suz
125 BEG
Troy Kenzy Yam
Pete Mufich Yam
Mike Miller Hon
Jason George Kaw
Jonathon Meyer Hon
125 JR
Jason Garcia Hon
Torey Aylesworth Kaw
Pat Winters Suz
Danny Finley Kaw
VET BEG
Al Angulo Hon
Brian Guyton Hon
Kirk Dunn Hon
Dan Augino Hon
Isaac Cordova Yam
250 BEG
Kirk Dunn Hon
Isaac Cordova Yam

Motocross
Dade City Raceway
Dade City, FL
Aug. 14
By Kyle Myers

P/W
James Stewert Yam
Jason Wood Yam
Barrett Smith Yam
Kyle Williamson Yam
Jeff Moore Yam
MINI C
Ray Hansen Kaw
Tyson Hadsell Suz
Glen Irizary Yam
Vic Stodola Kaw
Jeremy McDow Kaw
MINI B
August Lausberg Kaw
65
Tyson Hadsell Kaw
Chaz Northey Kaw
Matt Johnson Kaw
Jeremy McDow Kaw
James Stewert Kaw
80 BEG
Scott Moore Kaw
Troy Adams Yam
Jason Panny Suz
Chris Lang Kaw
James Humbertson Yam
85 (7-11)
Kyle Farnell Yam
Tyson Hadsell Kaw
Clint Shealy Kaw
Andre Boloni Suz
Matt Johnson Kaw
85 (12-13)
Jason Thomas Kaw
Darren McElhatten Hon
Louis Lively Kaw
Richard Basile Kaw
85 (14-15)
Scott McGuigan Hon
S/MINI
Jason Thomas Kaw
Darren McElhatten Hon
Kyle Farnell Yam
Jeremy Shuttleworth Kaw
Scott McGuigan Kaw
250 C
Tom Dixon
Jeff Neilander Hon
Greg Boyle Hon
Brett Stromsnes Hon
Keith Jones Hon
250 A
Ricky Hampshire Suz
Kenny Yoho Suz
12-15
Ron Webb Hon
Jason Thomas Kaw
Jason Freeman Kaw
August Lausberg Kaw
Ray Hansen Kaw
16-24
Ricky Hampshire Suz
Jeff Neilander Hon
Shawn Willis Suz
Jason Peres Kaw
Mike Decker Kaw
125 BEG
Steve Servis Suz
James McCormick Suz
Rich Arcidacono Kaw
Chris Palmer Yam
Steve McDonald Kaw
125 C
Simon Hallet Suz
Lee Burgess Hon
James Joiner Hon
Darren Hosfield Yam
Travis Willis Hon
125 B
Sean Avera Suz
Shawn Willis Suz
Jason Dodds Yam
Jason Peres Kaw
Greg Simpson Yam
125 A
Kenny Yoho Suz
Ricky Hampshire Suz
250 BEG
Ryan MacNeal Kaw
Andy Brose Hon
Chris DeWyngaer Kaw
Robert Hoskinson Yam
Sean Sidwell Yam
250 B
Steve Dumond Suz
Gene Pearson Yam
25+
Tom Dixon Hon
John Lundy Yam
Jimbo Hayes Hon
Rod Ratcliff Kaw
Keith Jones Hon
30+
Wes Shallow Hon
Jimbo Hayes Hon
Andy Saulo Yam
John Lundy Yam
Mitch Holstein Kaw
35+
Wes Shallow Hon
Brian Whitcomb Hon
Ted Dorman Kaw
Richard Basile KTM
Joe Steidl Hon
40+
Ryan MacNeal Kaw
Andy Brose Hon
Chris DeWyn Kaw
OPEN NOV
Mike Amedeo Kaw
Steve Dye Hon
Joe Germmana Hon
Mitch Holstein Kaw
Steve Rustt Kaw
OPEN AM
Ricky Hampshire Suz
Simon Hallet Suz
OPEN MNY
Vince Devane Suz
Kenny Yoho Suz
Ricky Hampshire Suz
Mike Amedeo Kaw
Shawn Willis Suz

Motocross
Amherst
Meadowlarks M. C.
Amherst, OH
Sept. 5
By Peggy Adamic

50
Carl Schlacht Yam
Scott Garnek Itj
Gary Cottrell Suz
Lauren Schlacht Yam
Brad Morgan Yam
60
Troy Gould Kaw
Carl Schlacht Kaw
JR MINI
Jeff Gibson Kaw
Tyson Leggett Kaw
Ryan Lutz Kaw
Paul Kissig Hon
Tanya Roberts Hon
SR MINI
Sam Yannetelli Kaw
Donny Slanina Yam
Fred Henderson Kaw
J.R. Heider Hon
Shaun Kiley
S/MINI
Sam Yannetelli Kaw
Jeff Gibson Kaw
Donny Slanina Yam
Fred Henderson Kaw
J.R. Heider Hon
SCHBY
Nick Silardi Kaw
Eric Stevens Hon
Mark Simon Yam
Tim Nelson Kaw
Mike Wagner Yam
125 A
Vince Karnow Hon
Jason Balas Hon
Chuck Francisco Suz
125 B
Marty Ling Kaw
John Glowacki Suz
125 C
Carl Ondrus Suz
Chad Cooper Kaw
Brian Belsole Hon
Mike Smith Suz
Nick Silardi Kaw
250 A
Vince Karnow Hon
Jason Balas Hon
Chad Coon Hon
Allen Beech Yam
Dave Hughs Hon
250 B
Paul Govette Hon
Matt Stevens Hon
Jason Huffman KTM
Jim Smith Hon
Terry Ramsey Kaw
250 C
Jake Davis Kaw
Bret Leimeister Hon
John Davis Kaw
Jeff Adams Kaw
Greg Minard Yam
25+
Ron Dunfee Hon
Dave Blaumann Kaw
Terry Ramsey Kaw
Mike Smith Suz
Rick Boepple Suz
OPEN
Ron Dunfee Hon
Ray Welsh KTM
Ron Nicholl KTM
Dave Garnek Yam
SR D-1
Dave Blaumann Kaw
Marc Baumann Hon
Carl Davis Kaw
Paul Piorkowski Hon
Rick Hopkins Hon
SR D-2
John Rader Yam
Don Sprague Hon
Butch Baur Hon
Tom Stevens Hon

Motocross
I-40 MX
Hot Summer Night Series
Lenoir City, TN
Sept. 4
By Jennifer Vinson

50 D
Patrick Gabehart Yam
Trevor Foust Yam
Ross Pruitt Yam
Matthew Widener Suz
Chad Myers Yam
50 MOD
Allen Tuttle Yam
Michael Ridge Yam
Steve Stone Itj
60
Dusty Tindell Kaw
Chad Hampton Kaw
Jason Bault Kaw
Tanner Jones Kaw
Derrick McKinney Kaw
80 C
Jon Monk Hon
Joe Armes Yam
Chad Tollett Yam
Travis Bailey Suz
Nathan Felosi Hon
80 JR MINI
Jon Monk Hon
William Hampton Kaw
Anthony Nash Hon
Robert Shannon Kaw
Derrick McKinney Hon
80 SR MINI
Matt Harrison Yam
Cale Swinger Hon
Josh Scott Hon
Josh Knight Hon
Jason Welshan Kaw
SCHLBY
Josh Scott Hon
Jon Boruff Suz
Wesley Stiles Hon
Matt Eason Kaw
John Robertson Yam
125 D
Grady Shehan Yam
Steve McCoy Yam
Matt Eason Kaw
John Robertson Yam
Darrell Bailey Hon
125 C
Chris Bault Suz
Joey Wheeler Kaw
Danny Lain Kaw
Neal Wilson Kaw
Gary Gibbs Yam
125 B
Jason Benton Yam
Chad Anderson Kaw
Clark Stiles Hon
Jon Boruff Suz
Kris Swaney Suz
125 PRO
Mike Brown Hon
Kevin Walker Yam
Jim Chester Yam
Shane Templeton Hon
Shane Berryhill Hon
250 D
Sam Pendergrass Yam
Shawn Wells Kaw
Travis Jennings Suz
Joe Harmon Yam
Brent Trentham Hon
250 C
Chris Bualt Yam
Wayne Harrison Suz
Chad Mullins Yam
Danny Lain Kaw
Bert Carpenter Suz
250 B
Tyler Carr Hon
Kelly Anderson Hon
Clark Stiles Hon
Jeff Byrd Suz
Mike Linginfelter KTM
250 PRO
Mike Brown Hon
Kevin Walker Yam
Jim Chester Yam
Shane Templeton Hon
Shane Berryhill Hon
25+
Ron Jones Hon
Larry Harrison Hon
Jeff Byrd Suz
Craig Greer Kaw
Bert Carpenter Suz
30+
Ron Jones Hon
Larry Harrison
David Farris KTM
Ron Nelson Hon
Bill Hester Yam
35+
Ron Jones Hon
Larry Harrison
Lonnie Abbott Suz
Ron Nelson Hon
Johnny Gibson Yam
OPEN
Ron Jones Hon
David Farris KTM
Steve Matteson Kaw
Greg Leach Kaw
ENDURO
Randy Farris KTM
Mike Willard KTM
Andy Locke KTM
Gary Bishop Yam
Rodney Williams Suz
U/L AM
Tyler Carr Hon
Jason Benton Yam
Kris Swaney Suz
Chad Anderson Kaw
Neal Wilson Kaw
NON-CUR
Chris Bault Yam
Lonnie Abbott Suz
Bill Hester Yam
Gary Allen Kaw
Greg Leach Kaw

Motocross
Mustang Acres
Brighton, MI
Sept. 11
By Jan Darden

51 STK
Nicholas Adams I-J
Brandon Butzin Yam
Lindsey Hicks I-J
Carl Shaffer Yam
Grant Moreland Yam
51 MOD
Ryan Bougenoy Yam
Cory McDermitt Yam
Russell Bohlinger Yam
Cory Farmer Yam
Nathaniel Brewer Yam
60
Derrick Fisher Kaw
Robby Wheeler Kaw
Corey Paulsell Kaw
Kyle Snelgrove Kaw
Cory McDermitt Kaw
7-11
Joshua Woods Kaw
Randy Doviak Suz
Jeremy Brown Kaw
Jason McDonald Yam
Joshua Knight Kaw
12-15
Randy Valade Yam
Jason Mazei Kaw
Ryan Hartwig Kaw
Michael Pfluke Yam
Mike Travis Yam
80
Jamie Beckett Yam
Mark Travis Suz
Luke Greenland Yam
Joshua Gardner Yam
Chris Ockert Kaw
125 JR
J.D. Collins Kaw
Ryan Volade Yam
Justin Smith Hon
Ahmad Owens Hon
Ryan Haines Hon
30+
Kip Bigelow Yam
David Mack Kaw
Jeff Himanek Hon
Max Marsh Hon
Kreg Bigelow Yam
40+
Frank Helms Hon
Thomas Jankowski Yam
Kelvin Travis Hon
Robert Chapman Hon
Dan Valle Suz
50+
Larry Steward Hon
Fred Klipple Yam
Edward Hieftje Hon
Charles McConnell Kaw
William Estill Kaw
16-24
Brady Becker Suz
Tom Gilliam Suz
Mike Fahr Hon
Scott Benson Hon
Steven Sweet Kaw
25+
Kreg Bigelow Yam
Ted Vennest Hon
David Mack Kaw
Charles McConnell Hon
Tom Deguise Yam
125 A
Chad Miller Hon
Jonas Wildman Suz
David Horvath Hon
Rick Machniak Kaw
Brad Kress Kaw
125 B
John Kidd Suz
Todd Hart Hon
Chris Lveth Hon
Scott Treickel Hon
Ryan Liker Kaw
125 C
Greg Horner Kaw
Dan Halkey Suz
Nicholas McNenly Suz
Bryan Reeser Suz
Matthew Sheldon Yam
250/OPN A
Chad Miller Hon
Randy Emrick Hon
Ted Vennest Hon
Greg Dalman Yam
Aaron Smith Yam
250/OPN B
John Kidd Suz
Chris Lveth Suz
Thomas Zielinski Kaw
Kevin Harden Kaw
Shane Chellis Suz
250/OPN C
Travis Chellis Hon
Michael Carnes Hon
Michael Cross Yam
Eric Gray Hon
David McClellen Hon

Motocross
Mosier Valley MX Park
Euless, TX
Sept. 10

250 NOV
Robert Densford Yam
Josh Whitaker KTM
Tim Weyandt Suz
Mason Harper Hon
John Dragna Hon
125 OPN
Billy Akers Suz
Jeff Talley Kaw
Jeff Smith Suz
John Carter Suz
Brian Townsend Yam
60
Blake Thompson Kaw
Mike Moore Kaw
Melissa Franks Kaw
Bradley Young Kaw
Chris Warwick Kaw
30+
Bryan Moose Kaw
Dave Alsobrook Kaw
Bobby Kyle Kaw
C.J. Mullins Hon
Brian Doran Hon
25+
Dave Eilenberger
Tommy Dickey Yam
50
Andy Folbre Yam
Chris Warwick Yam
Brandon Thompson Yam
Andrea Franks Yam
Andrew Jansing Yam
80 JR
Dusty Fountain Kaw
Scotty Trimble Suz
Sean Halpin Hon
Melissa Franks Kaw
80 SR
Ryan Wallace Kaw
Rod Scholting Suz
Brent Davis Suz
80 BEG
Blake Fannin Kaw
Kyle Martin Kaw
Kevin Graham Kaw
Michael Williams Yam
Adam Coco Hon
125 NOV
Ben Gary Kaw
Brian Storrie Kaw
John Carter Suz
Jason Joblin Kaw
Landon Griffin Hon
125 BEG
Jason Haggard Hon
John Sheffield Kaw
Alan Welch Hon
Brent Fannin Kaw
Gary Gorham Kaw
250 BEG
Carlin Vose Kaw
Lewis Mosser Yam
Joe Nicholson Yam
Dennis Barbini Kaw
80 OPN
Caleb Leath Kaw
Dusty Fountain Kaw
Scotty Trimble Suz
Michael Dugger Kaw
INT
Billy Akers Suz
David Widmer Kaw
Jeff Talley Kaw
Brian Townsend Yam
EX
Roy Schellenberger Yam
Clay Hoenshell Suz
Chris Daubitz Kaw

Motocross
Sunset Ramblers
Galion, OH
Sept. 12
By Goggles Pisanno III

P/W
Corey Fearn Yam
Troy Grauel Yam
Jesse McCammon Yam
Marty Ramsey Hon
Jeremy Morris Yam
P/W B
Jim Rhoden Suz
Roy Feeley Hon
Nick Vermillion Yam
60
Chuck Smith Kaw
Chad Schlereth Kaw
Troy Grauel Kaw
Corey Fearn Kaw
Andy Fortney Kaw
MINI JR
Ryan Lutz Kaw
Randy Bartram Hon
Pete Hapner Yam
J.D. Eicher Hon
Nathan Nance Yam
MINI SR
Trent Helier Hon
Corby Campo Hon
Shawn Hendrickson Kaw
Dave Miller Suz
Jake Matthews Kaw
125 B
Skip Stone Hon
Tony Ralston Hon
Joe Belmont Hon
Shane Rapose Hon
125 C
Nick Silardi Kaw
Mike Feazel Suz
Jerome Pell Kaw
Abe Kuhlman Suz
Brad Snyder Hon
250 2-STRK
Chris Ashcroft Suz
Rod Beidelschies Hon
Scott Redgell Suz
Shawn Feeley Hon
250 4-STRK
Andy Davis Hon
Shawn Feeley Kaw
Jerry Beaver Hon
SCHLBY
Corby Campo Hon
Nick Silardi Kaw
Trent Heller Hon
Scott Fortney Hon
Brad Snyder Hon
250 B
Bill DeMastry Suz
Mike Cain Hon
Bret Remesik Suz
Andrew Day Hon
Ryan Weaver Kaw
250 C
Dan Kunsman Hon
Gregg Minard Yam
Todd Feazel Suz
William Baird KTM
Ron Monroe Yam
SR 30+
Troy Schlereth Hon
Kevin Outland Hon
William Baird KTM
Harold Nance Hon
Andy Joseph Hon
SR 40+
Roy Persinger Hon
Chuck Hendrickson Hon
OPN
Doug Crill Hon
Scott Weissenfluh Hon
Tim Easter Suz

Motocross
Mountain View Raceway
Tucson, AZ
Sept. 4
By Hal Sanguinetti

P/W BEG D-1
Sean Shelton Yam
Ranel Cox Yam
Kyle Rivera Yam
P/W BEG D-2
Ronnie Gamble Yam
JR CYCLE 0-8
Paul Burger Jr. Kaw
Chad Lambert Kaw
Joshua Reed Kaw
JR CYCLE 9-11
Michael Blose Kaw
Nathan Rivera Kaw
Dustin Hamby Kaw
80 BEG
Mike Foster Yam
Michael Jones Kaw
Dustin Hamby Yam
80 NOV
George Hammel Suz
Klint LaPlante Suz
80 NVR TROPHIED
Alex Hoopis Suz
Randy Camacho Suz
125 BEG
Dan Sutherland Hon
Greg Brydle Yam
Ryan Evans Hon
125 NOV
Jeff Landis Hon
Mike Wiening Hon
Adrian Leffler Suz
125 INT
Jeff Piasecki Suz
Brian Highsmith Yam
Mike Calhoun Kaw
250 BEG
Ken Howden Suz
John Rogers Hon
Josh Barney Hon
250 NOV
Seth Rigenbach Yam
Tim Barker Hon
Harry Nevel Suz
250 INT
Jeremy Giroir Yam
Tim Widener Hon
Michael Halpin Hon
250 PRO
Erik Anderson Suz
Justin McMurich Suz
Des Piihl Suz
OPEN BEG
Martin Meehan Yam
John Novak Kaw
Todd Scoggin Hon
NVR TROPHIED
Wes Biesen Hon
Maverick Kang Yam
Micah Charlson Hon
VET NOV
Willie Giroir Yam
Frank Wadelton Kaw
Steve Somerville Hon
VET INT
Jeff Piasecki Suz
Tom Hawkes Yam
Michael Halpin Hon

Motocross
Mustang Acres
Brighton, MI
Sept. 12
By Jan Darden

51 STK
Nicholas Adams I-J
Brandon Butzin Yam
Eric Baird Yam
Lindsey Hicks I-J
Wayne Leach Yam
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Ryan Bougenoy Yam
Cory McDermitt Yam
Russell Bohlinger Yam
Corey Hoover Yam
Jacob Marsack Yam
60
Derrick Fisher Kaw
Joseph Karanty Kaw
Jerod Whipple Kaw
Robby Wheeler Kaw
Corey Paulsell Kaw
7-11
Joshua Woods Kaw
Randy Doviak Suz
Jason McDonald Yam
Derrick Fisher Yam
Joshua Long Suz
12-15
Nicholas Wey Kaw
Chris Considine Kaw
Brett Smith Hon
Thomas Barron Suz
Ryan Valade Yam
80 C
Jason Colby Yam
Mark Travis Yam
Jamie Beckett Yam
Luke Greenland Yam
Mathew Brzelton Yam
125 JR
J.D. Collins Kaw
Ahmad Owens Hon
Justinh Smith Hon
Randy Valade Yam
Nicholas Wey Kaw
30+ DIV I
Kip Bigelow Yam
David Beatty Suz
Craig Pickett Hon
Max Marsh Hon
Peter Mason Suz
30+ DIV II
Tim Roberson Yam
Mike Teagan Yam
Kevin Piasecki Suz
Paul Damon Hon
Gordon Baird Yam
40+
Frank Helms Hon
Robert Chapman Hon
Thomas Jankowski Yam
Kelvin Travis Hon
Douglas Hilderbrant Kaw
50+
Larry Stewart Hon
Fred Klipple Yam
Edward Hieftje Hon
Sheldon Dexter Yam
Robert Trickel Hon
125 A
Matt Maximoff Suz
John Grewe Suz
Chad Miller Hon
Allen Harne Suz
Adam Martin Yam
125 B
John Kidd Suz
Todd Hart Hon
Jeremiah Slayton Suz
Brian Roush Suz
Jason Ernsberger Hon
125 C
Sebastia Szamiel Suz
Anthony Tomashewsky Yam
Corey Whitaker Suz
Ben Grinold Suz
Brian Gray Yam
250/OPN A
Allen Horne Suz
Greg Bowen Yam
Brad Kress Kaw
Darren O'Boyle Yam
Randy Emrick Hon
250/OPN B
John Kidd Suz
Thomas Zielinski Kaw
David Goodwin Yam
Mark Cooper Yam
Mark Robertson Kaw
250/OPN C
Eric Gray Hon
Mike Burack Hon
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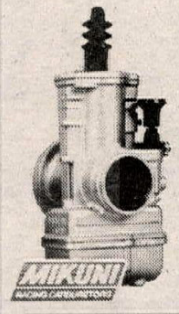

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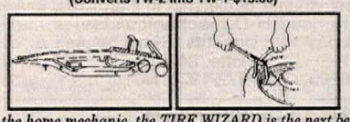

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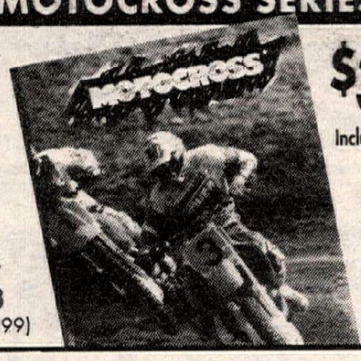

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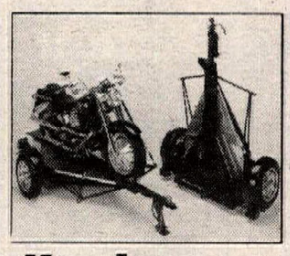

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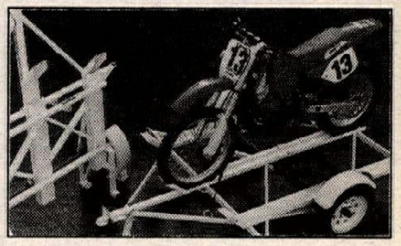

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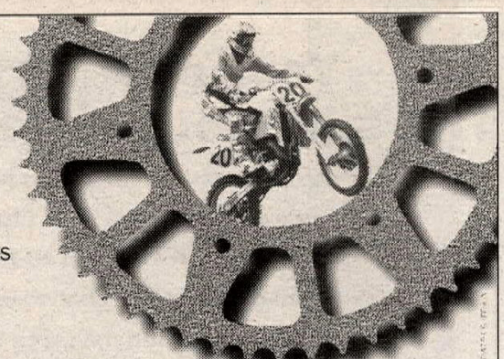

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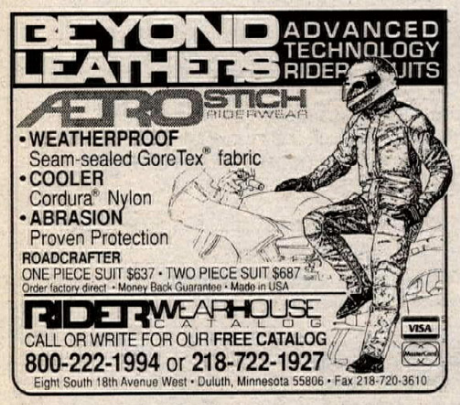

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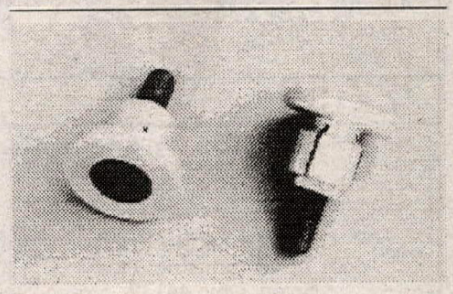

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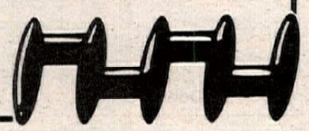

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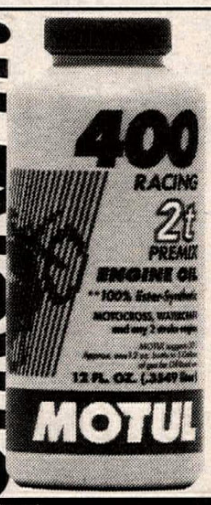

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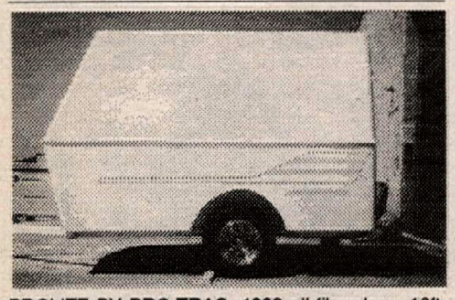

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Series 131	Org/Rho/Blk	36" waist	$190	$119.99
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STANTON/HRC	Pur/Orange	34" waist	$170	$119.99
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	COLOR	SIZE	PRICE was	PRICE NOW
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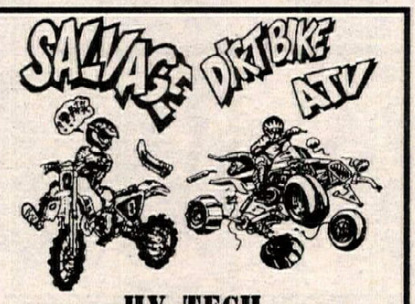

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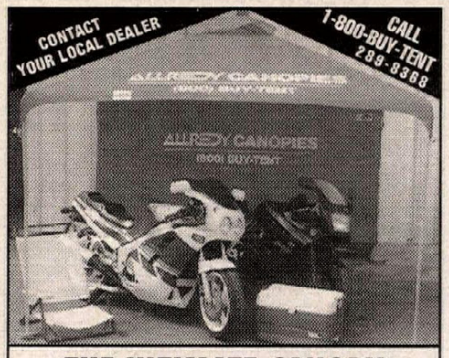

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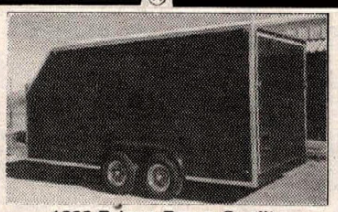

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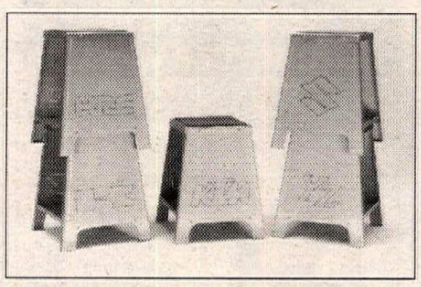

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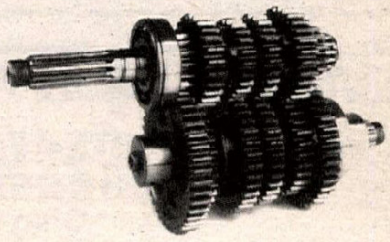

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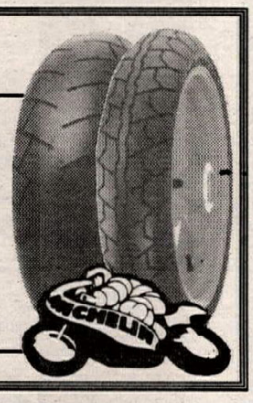

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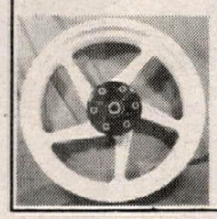

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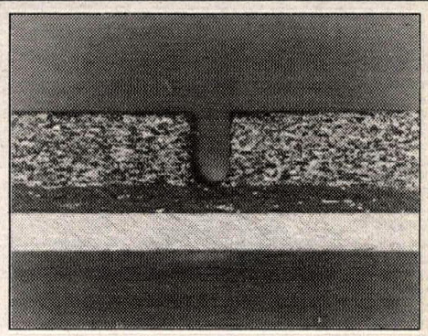

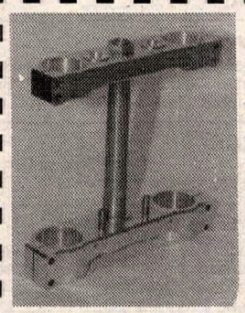

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Jeremy McGrath
1993 Supercross Champion

PHOTO BY JIM TALKINGTON

Professional riders depicted on a closed course.

YZ250••

YZ owners love to take a new bike and "tinker" with it. So does the factory.

And even though the YZ250 was brand new last year, the 1994 model has six suspension upgrades, 17 frame enhancements and over 27 engine improvements. Not because it needed it–just because we wanted to make it just a tad better than great.

Now the forks work primo in the braking bumps and smooth out those sharp edge holes. The rear shock is smoother on landing and more fade-resistant on rough tracks, thanks to a bigger compression valve.

The frame is lighter and closer to the ground for better cornering, quicker response and a tighter turning radius. And it's been redesigned in the major stress points to make it even stronger.

Other than first gear (which was already perfect) there's new ratios in the YZ250's transmission for better low end throttle response. And in the top end you'll find a new piston, rings and a new power valve for better high-rpm juice. Plus, a beefier crankshaft, new steel clutch plates and a new coil design for longer hotter spark duration. Go ahead and flog the motor–it half expects it.

The new YZ250 is easier to ride too, with a taller seat that's flatter and lets you move around more. And new works-style upper triple clamps that move the handlebars back for better control on rough tracks.

It even stops better, thanks to new front and rear disc brakes featuring round–hole rotors for better durability, longer pad life and improved brake feel.

The YZ250. Last year it was a great new bike. This season it's even better. About the only improvement it doesn't come with is a bigger trophy case.••

Jeff Emig carried the AMA National #1 Plate in 1993 because he proved that he was the best rider on the best bike. And when you're the best, there's only one thing to do:

Get even better. And do it before the other guys have a chance to catch up.

Which is why there's a brand new YZ125–thoroughly redesigned–right down to the decals.

You can tell it's different even from a distance. The freshly designed crankcases house a radical new nearly square bore and stroke YZ125 engine that puts out serious mid-range pull and screaming top end acceleration for a wider, more tractable power-band. There's a new guillotine-type power valve and a flat, smooth intake, so it roosts hard all the way from the starting gate to the checkered flag.

And just wait until you fire it up. The new super-short muffler, combined with the new engine, has that "works" sound. When you light it up, every head in the pits turns to see where the distinct sound comes from.

The 1994 YZ125 has a unique new frame, specifically designed for "flicking."This quick handling, tight turning frame is amazingly lightweight, yet incredibly responsive. It's precise enough to drag a grip through a corner and strong enough to leap a set of triples.

The newly refined YZ suspension was first tested on the 125. It has better fork damping, and now handles those sharp edge whoops and square bumps with ease. And in the rear there's a new fade-resistant clicker, with more compression and rebound settings.

The totally new YZ125. You won't be caught winning a race without one.••

YZ125••

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Professional riders depicted on a closed course.

YZ125••

It's life in hyper land. The throttle's wide open, clicking off laps faster than the big bikes. It's lighter, handles quicker, pulls stronger-stops harder. It's a brand new YZ125, that gobbles up major trophies. Why would anyone ride anything else?... Who cares.

You don't mess with the best and you don't argue with the results. Last year's YZ80 was one of the most successful, best performing machines ever to destroy a berm or rack up a win streak.

Powered by the industry's most potent crankcase reed induction engine, the YZ80 is full blown high tech, with its inclined top end and low-boy pipe. Inside, the trick cylinder is impregnated with space-age ceramic composites for better heat dissipation and longer life. And the biggest, heftiest, bad-boy clutch ever stuffed into an 80.

This year the YZ80 has received an improved water pump, and a host of internal engine changes to help overall performance.

There's no scrimping on the YZ "because it's just an 80." It has a removable subframe, identical in design to the larger bikes, which allows for easy shock access. There's a computer designed aluminum Deltabox swingarm for light weight with precision handling. And a stronger, high rigidity frame which allows a variety of riders to find their full potential without being held back by frame flex.

The YZ80 is designed to take a pounding and keep on winning. There's a set of tough, tapered roller bearings in the steering head for longer life. Wide, strong foot pegs for more support when landing from jumps. And brand new, beefier spokes in the rear wheel.

The YZ80. Winning proof that, even though it's small, it's very, very serious. ••

YZ80••

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Technically, it's a factory bike.

Forks like these only used to appear on ultra-expensive works bikes. Now they're exclusively on the new RM's. Start preparing your victory speech.
New forks, along with our new rear suspension linkage ratio, a revalved shock and revised spring rate, make for a balanced suspension that stays plush even after the harshest G-out.
New cylinder exhaust port timing delivers more midrange and top-end power. So you can keep the powerband shrieking like an actress in a horror movie.

18, 19, 20 tops. That's how many guys there are in the motocross galaxy who have the talent to be big bucks factory riders – and score a factory bike. And typically, it's a long and whooped-out road getting to that point.

Until now.

Look under the front fenders of the 1994 Suzuki RM125 & 250 and you'll see Showa Twin Chamber forks. These ain't no dinner party forks. They'll make mincemeat out of ruts, butter up the gnarliest rockers, and turn square edged bumps into ground round. (Salivating yet?)

These Showas are exclusive to Suzuki. In fact, they're based on the forks used on Team Suzuki's factory bikes. Their sealed oil cartridge design plus lighter weight springs keep the suspension plush through all kinds of track conditions – from rough sand to teeth-chattering hardpack.

Of course, we didn't just throw on a set of Showas and rest on our high-density seat foam. We made a truckload of other major improvements as well.

The RM250's new crankcase and intake tract gives you smooth, quick throttle response. Its new clutch makes for machine gun shifting. And a new exhaust pipe boosts the low-end power.

The most radical change to forks in years, Showa uses a sealed oil cartridge inside a surrounding separate oil chamber to practically eliminate air-contaminated oil. Result #1: smooth, consistent damping of all areas of the stroke. Result #2: the trophy queen's phone number.

On the RM125, a new 36mm Keihin carburetor enhances throttle response so you can blast out of tight hairpin turns. There's also a new, programmed digital ignition system. And a revised water pump cools the beast more efficiently.

Lastly, you'll find all the hardcore performance and attributes of a true motocross bike in the race ready RM80.

The RM's other features don't improve the bike. They improve the rider. Such as free enrollment in the Tony D./Team Suzuki motocross school. The technical know how of the Team Suzuki Support Trucks. The racing experience and guidance of Suzuki Pro Level dealers. Plus a contingency program that will post over $3 million – Hey, your grandma wasn't this generous.

The '94 Suzuki RMs. You always wanted a factory bike. Now you can be one monster jump closer to being a factory rider.

SUZUKI®

For the name of your nearest Suzuki motorcycle & ATV dealer, call 1-800-255-2550. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.

Where to take the factory tour.

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